









## Intimation.

**WM. POWELL,**  
LIMITED.  
"ALEXANDRA  
BUILDINGS,"  
Des Vaux Road,

FIRST FLOOR BY LIFT.

OUR  
FURNISHING  
DEPARTMENT

is completely stocked with all the newest

Art Tapestries.

Muslins.

Velvets.

Flushes.

Cretannes.

Roma Satins, etc., etc.

CARPETS OF  
EVERY  
DESCRIPTION  
AND MAKE.

Several hundred Smart Carpet Squares,—all sizes and prices.

Bedsteads, by the very best makers only.

Upholstering done in first-class style.

Houses completely furnished.

Special attention given to the Shipping trade.

BLANKETS!  
BLANKETS!  
BLANKETS!

SPECIAL  
PURCHASE OF  
BLANKETS  
NOW ON SHOW.

LADIES'  
DEPARTMENT.

FOR THE RACES.  
New Millinery, Sun-  
shades, Dress Fabrics,  
Gloves, &c., &c.

Ladies requiring Costumes are requested to pay us an early visit.

**Wm. POWELL, Ltd.**  
HONGKONG.

Hongkong, 2nd February, 1905. [33]

## Intimations.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1905.

TUESDAY, WEDNESDAY, THURSDAY,  
AND SATURDAY (OFF-DAY),  
21st, 22nd, 23rd and 25th FEBRUARY.TICKETS OF ADMISSION to the GRAND  
STAND AND ENCLOSURE may be  
obtained from Messrs. KELLY & WALSH, LD.,  
or at the Gate. Price \$7 for the Meeting  
(excluding the Off-Day), or \$3 per day.  
Tickets for the Off-Day, \$2.No one admitted without a Ticket to be  
shown to the Ticket Inspector at the Gate.  
T. F. HOUGH,  
Clerk of the Course.

Hongkong, 14th February, 1905. [245]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of  
the presence of the LADIES at the  
GRAND STAND AND ENCLOSURE during  
the Races on the 21st, 22nd, 23rd and 25th  
instant.A Stand and an Enclosure will be reserved  
for Members and Members' Wives and Families.  
Tickets for which will be sent out with  
the Members' Tickets after WEDNESDAY,  
15th instant.All tickets must be produced to gain  
admission.T. F. HOUGH,  
Clerk of the Course.

Hongkong, 14th February, 1905. [246]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the  
ENCLOSURE of the RACE COURSE  
during the Race Days WITHOUT TICKETS  
which can be had on application to the Under-  
signed between WEDNESDAY, 15th, and  
MONDAY, 20th inst.T. F. HOUGH,  
Clerk of the Course.

Hongkong, 14th February, 1905. [247]

HONGKONG, CANTON AND MACAO  
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of \$1.00 per  
Share, declared at the Ordinary Half-  
Yearly Meeting of Shareholders, held this day,  
will be payable at the Hongkong and Shanghai  
Banking Corporation, on and after WEDNES-  
DAY, the 15th February, 1905.SHAREHOLDERS are requested to apply to  
the Office of the Company for Warrants.  
By Order of the Board of Directors,  
T. ARNOLD,  
Secretary.

Hongkong, 14th February, 1905. [244]

HUMPHREYS ESTATE AND FINANCE  
COMPANY, LIMITED.NOTICE IS HEREBY GIVEN that on  
and after this date interest at the rate  
of 8% per annum will be charged upon all Calls  
in respect of SHARES NOT FULLY PAID UP  
from the day appointed for Payment of such  
Calls, namely 31st January, 1905.JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 11th January, 1905. [122]

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.NOTICE is hereby given that the ORDI-  
NARY HALF-YEARLY MEETING of the  
SHAREHOLDERS in this Corporation  
will be held at the CITY HALL, Hong-  
kong, on SATURDAY, the eighteenth day of  
February, 1905, at Noon, for the purpose of re-  
ceiving the Report of the Court of Directors  
together with a Statement of Accounts to 31st  
December, 1904.By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 31st January, 1905. [196]

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.NOTICE is hereby given that the REGIS-  
TER OF SHARES of the Corporation  
will be CLOSED on SATURDAY, the fourth,  
to the eighteenth day of February, 1905, (both  
days inclusive), during which period no Transfer  
of Shares can be registered.By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 31st January, 1905. [197]

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of  
SHAREHOLDERS will be held in the  
Office of the Company, Queen's Buildings,  
New Praya, on MONDAY, the 20th February,  
1905, at 12 o'clock Noon, for the purpose of re-  
ceiving the Report of the Directors and the  
Statement of Accounts to the 31st December,  
1904.The TRANSFER BOOKS of the Company  
will be CLOSED from the 6th to the 20th  
February, both days inclusive.By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.

Hongkong, 25th January, 1905. [177]

HONGKONG FIRE INSURANCE  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY  
ANNUAL MEETING OF SHARE-  
HOLDERS in the above Company, will be  
held at the Office of the Company, Pedder's  
Street, on MONDAY, the 6th day of March,  
1905, at 11.30 A.M. to receive a Statement of  
Accounts to 31st December, 1904, and the  
Report of the General Managers, and to elect a  
Consulting Committee and Auditors.The TRANSFER BOOKS of the Company  
will be CLOSED from the 20th February to  
the 6th March, both days inclusive.JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 5th February, 1905. [226]

## THE WAR.

THE BATTLES OF HEIKOUTAI.

RUSSIAN VERSION.

Major-General Dessino, the Russian Military  
Agent in China, has placed at the disposal of  
the *Shanghai Mercury* the following telegram:  
From Russia Headquarters,  
Mukden, 5th February.On the 25th January fighting commenced and  
our troops on the right wing began in parts to  
advance. On this day we captured the Japanese  
position near Huau-loi-tai and Tui-tai, on the  
Hun-ho, forty versts (23 miles) S. W. of  
Mukden. On the same day our cavalry oc-  
cupied the villages of Chi-tai-tze and Ma-ma-  
tai to the south of the previously mentioned  
positions. After having taken Huau-loi-tai-tze  
our troops continued the advance and com-  
pletely drove out the Japanese from Hai-kuan-  
tai at the point of the bayonet.On the 26th January, from an early hour, we  
began to advance against the strongly  
fortified Japanese positions near San-di-pu  
(Chen-chih-pao) and occupied them all  
except the village of San-di-pu itself  
in which was encountered a Japanese redoubt  
of a permanent character, to defend which the  
Japanese concentrated all their efforts. On the  
same day our cavalry crossed the Hun-ho  
and routed in disorder the Japanese forces who  
at a distance of ten versts from Sandip were  
retiring from Haikuantai.On the 27th and 28th of January we bom-  
barded Sandip and its redoubt. At the same  
time our flanking column had an obstinate en-  
counter near Hsueh-pu and Piao-tze, where the  
enemy had concentrated a considerable force  
which was proceeding to make a frontal attack.  
At midnight on the 29th our sharpshooters  
captured Hsueh-pu, but in the morning under  
pressure of an overwhelming force of the  
enemy retired to their positions at Haikuantai.Those positions were bombarded continuously  
by the Japanese during the whole of the  
28th January and in the evening they un-  
successfully assaulted the place four times,  
each time being repulsed with heavy loss. The  
Japanese also suffered heavy loss on the 28th  
whilst trying to open an attack from the village  
of Sandip to the N. W. Their columns and  
lines were decimated by our fire before they  
could reach our first lines. Besides this we  
took by assault Hsiao-tai-tze and part of Labatai  
to the East of Sandip.On the same evening the enemy began to  
advance along both sides of the railway but  
were repulsed with losses. The enemy twice  
tried to attack the village of Paitze to the  
East of Sandip. But they were repulsed with  
heavy losses.On the 29th, the enemy, having brought up  
considerable reinforcements around San-di-pu,  
attempted once more to attack us but were  
checked everywhere.On the evening of 30th January the Japanese  
attempted to attack the village of Kuei-chuang-  
tze, six versts to the East of Sandip, and  
occupied by our force. They were here like-  
wise repulsed. On the same day our artillery  
bombed the village of San-di-pu itself.On the 31st the Japanese from Sandip  
attacked Paitze but were again repulsed.After those various obstinate fights, in which  
we took, besides the above mentioned positions,  
many others of less importance, quietness  
apparently reigns again on our right flank.Having advanced our right wing thus far-  
ward, we now retain all the positions which we  
took in the recent battles, except the village of  
San-di-pu itself, and some other unimportant  
villages on our right flank, which we evacuated  
after sufficient reconnoitring had been made  
and the strength of the enemy and his disposi-  
tion had been completely ascertained.Our losses during the recent battles amounted  
to ten thousand killed and wounded.The losses of the Japanese cannot yet be  
ascertained, but they must be very large.On the other fronts of the armies during the  
whole of this time there was the usual inter-  
change of fire daily.Altogether we captured many Japanese  
prisoners, arms, ammunition and transport  
trains. Much miscellaneous booty was found  
in the villages from which the Japanese were  
driven out.

## SHIPPING JETSAM.

On Wednesday (8th inst.) afternoon there  
arrived in Shanghai the China Navigation  
Company's new coasting str. *Shun-tze*, which  
was launched at Greenock on the 9th of No-  
vember last, and left that port for Shanghai on  
the 24th December. The *Shun-tze* is a two-  
decked, steel, screw steamer, of 1,250 tons, net  
register and was built and engineered by the  
Scott's Shipbuilding and Engineering Co., Ltd.,  
of Greenock. The principal dimensions are: length,  
267 feet; breadth, 40 feet, and depth,  
17.2 feet. Her forecastle deck is 34 feet in  
length and the bridge deck 50 feet. She is  
fitted with triple expansion, surface-condensing  
engines, with cylinders 21 in., 34 in., and 56 in.  
in diameter, by 39 in. stroke.According to Manila exchanges of 8th inst.,  
a Japanese steamer passenger on the steam-  
ship *Zafiro*, who was being detained on that  
vessel owing to a very infectious eye disease  
called trachoma, escaped from the ship. The  
medical officers are careful in regard to ad-  
mitting immigrants suffering from this disease  
to the country, and this man was to be returned  
to Japan. The only trace of him which could be  
found was a line over the port side of the ship,  
indicating the method of his escape. It is sup-  
posed that some of his friends ashore knew of  
his detention and sent a banca out for him or  
engaged the services of some Japanese fisher-  
man. There is a heavy penalty for allowing  
detained passengers to land, and although Cap-  
tain Rodger took the usual precautions in the  
case, he is liable to be fined \$1,200 as a result of  
the man's escape.

## DISLOYAL CONTRABAND CARRIERS.

The masters of foreign steamers captured by  
the Japanese are reported to have said that  
they entered into agreement with their Russian  
employers by which each vessel received  
¥40,000 for its services, ¥20,000 at the port of  
departure and the balance at Vladivostok.  
There are many stories current of the disloyalty  
of the Russians are being treated by those they  
employ to carry contraband to Vladivostok.  
It will be remembered that several steamers  
have been captured in the Tsushima Straits  
on their way to Vladivostok. To the landman  
nothing appears more certain than that steam-  
ers should be captured when passing through  
these straits, but it is alleged that captains,  
carrying contraband desire nothing more than  
to fall into the hands of the Japanese. It is  
asserted, says the *Japan Chronicle*, that from  
the captain down the crew have received hand-  
some "consideration" from the Russian agent  
at Shanghai, and the agent having already  
placed in the bank a sum which easily covers  
the steamer's value the mercenaries have noth-  
ing to lose by steaming into Saseho instead of  
Vladivostok. Probably the stories are base-  
less, but it is certainly remarkable that so  
many vessels laden with contraband have  
chosen to pass through the Tsushima Straits.THE LATE MR. FREDERICK  
MANN.Few men who have lived in Shanghai have  
been more remarkable than the late Frederick  
Mann, who died the other day. He was  
remarkable for his kindness of disposition.  
He was never known to have said an unkind  
word about any one, although he could be  
fashioning in his criticism to a man's face. This  
no doubt was the result of the remarkable  
career which was his, and from coming into  
contact with men of varied character in a  
country where it was advisable on occasion to  
remain silent.Shanghai knows little of the life of a man  
who was so prominently associated with one  
of the most successful of Shanghai's industries.  
He served his time as a manufacturing chemist  
in England, where he married while still very  
young. The responsibilities of matrimony  
compelled him to seek the means of maintain-  
ing a comfortable home. It seemed to  
him in those days that Australia offered  
greater opportunities to an energetic man  
endowed with a natural gift for chemistry  
and its adaptation to the commercial necessities  
of the day. He accordingly migrated to that  
portion of the British empire, not at first, how-  
ever, to find it the golden Eldorado depicted  
in the circulars of emigration agents.He was fond of relating to his friends some of  
the early experiences of his life in Australia, at  
a time when he found it a struggle, but nothing  
pleased him more than narrating how he used  
to turn an honest shilling by making boots for  
those who required them and how he travelled  
round taking photographs with the old wet  
collodion process. Later the demand of the  
gold fields and small industries for chemicals  
gave Mr. Mann his chance, and he rapidly  
made a name for himself, and also made a  
number of friends who supported him in many  
undertakings, especially when taking out  
patents connected with chemistry and chemical  
works.Mr. Mann rose to a high pinnacle of fame in  
Australia as a brilliant chemist, and one who  
was thoroughly versed in all branches of  
chemistry as applied to the arts and manufac-  
tures. In the early eighties he had made such  
a fortune out of his many patents as to enable  
him to retire home to England. While in  
Australia he was credited with being the inven-  
tor of dynamite, but not the patentee, that good  
fortune fell to another.He did not long enjoy the full fruits of his  
arduous labours and genius, as the Australian  
financial troubles of the early eighties enveloped  
him in their vortex. Mr. Mann had again to  
seek fortune, and he met in London Mr. Major  
of Major Bros., Shanghai, who said there was  
a great opening here for one of Mr. Mann's  
abilities. He accordingly decided to test the  
possibilities of Shanghai and arrived here  
about twenty years ago. Mr. Mann made the  
"Acid Works" of Shanghai one of the soundest  
industries in the Settlements.Besides his natural bent for chemistry, Mr.  
Mann was a born mechanic, his wonderful  
neatness of hand calling for laudatory com-  
ment on the part of those who were permitted  
to see specimens of his handicraft. Motors  
and motor boats fascinated him, and latterly he  
was as much known in connection with them  
as with the Acid Works.Another side of Mr. Mann's life which  
directly appealed to Shanghai was his love for  
sport. He was very keen about yachting and  
was until recently a constant tracker of the pa-  
per in our local cross country hunts.He was a man admired as a friend, and his  
passing away will remove another link binding  
the Shanghai of to-day with the Shanghai of  
long ago.—*Shanghai Times*.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/10 1/2
Do. demand	1/10 1/2
Do. 4 months' sight	1/11 1/2
France—Bank T.T.	2/40
America—Bank T.T.	1/50 1/2
Germany—Bank T.T.	1/50 1/2
India T.T.	1/42
Do. demand	1/42 1/2
Shanghai—Bank T.T.	1/50 1/2
Japan—Bank T.T.	1/50 1/2
Java—Bank T.T.	1/50 1/2

Buying.	
4 months' sight L/C	1/11 1/2
6 months' sight L/C	1/12 1/2
30 days' sight San Francisco & New York	47
4 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	1/11 1/2
4 months' sight France	2/44
6 months' sight	2/45 1/2
4 months' sight Germany	1/50 1/2
Bar Silver	25 1/10
Bank of England rate	3 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

Per chest	
Malwa New	1,075/1,100
Old	1,150/1,180
Older	1,300/1,290
Oldest	1,300/1,350
Patna New	1,105
Patna Old	1,115
Patna (Peper)	750/910

## Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions  
to Sell by  
PUBLIC AUCTION,  
TO-MORROW,  
the 16th February, 1905, at 10 A.M., at  
H. M. NAVAL YARD,  
SUNDRY NAVAL, VICTUALLING,  
OBSOLETE AND CONDEMNED  
STORES,  
Comprising:—BOATS' ENGINES, WILLAN'S ELEC-  
TRIC LIGHT ENGINE, ELECTRIC  
CABLE, MACHINES VENTILATING  
AND PILLING, LATHE, BRASS, COPPER,  
IRON, MANGANESE BRONZE, PAPER-  
STUFF, CANVAS, FURNITURE, BLAN-  
KETS, PROVISIONS, IMPLEMENTS, &c.  
TERMS OF SALE:—As customary.HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 15th February, 1905. [221]

PUBLIC AUCTION.

THE Undersigned have received instructions  
to Sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on  
FRIDAY,the 17th February, 1905, at 11 A.M., at their  
Sales Rooms, No. 2, Des Vaux Road,  
corner of Ice House Street,  
A GREAT ASSORTMENT OF  
ENAMELLED WARE GOODS,  
Comprising:—  
TIFFIN CARRIERS, TEA AND COFFEE  
POTS, SAUCEPANS, SOUP LADLES,  
&c., &c.  
ALSO  
A Quantity of AUSTRIAN RUBBER  
SHOES.TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 9th February, 1905. [230]

PUBLIC AUCTION.

THE Undersigned have received instructions  
to Sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on  
FRIDAY,the 17th February, 1905, at 3.30 P.M., at the  
Kaiping Storage Ground, Yau-mai,  
ABOUT 780 TONS OF  
WASHINIME KIRIGOMI COAL,  
(in good order and condition).  
TERMS:—As usual.HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 14th February, 1905. [248]

## Intimations.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice,  
to BOOK CARGO AND ISSUE BILLS OF LADING  
to SEATTLE, WASH., VICTORIA, B.C., and  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS in the UNITED STATES  
and CANADA in connection with the GREAT  
NORTHERN RAILWAY FROM SEAT-  
TLE, as hitherto, by the Steamers of the  
NORTHERN PACIFIC S. S. Co., BOSTON  
STEAMSHIP and TOWBOAT Cos., OCEAN  
S. S. Co. and CHINA MUTUAL S. N. Co.  
For further Particulars, apply at the Com-  
pany's Local Branch Office in PRINCE'S  
BUILDINGS, First Floor, Chater Road,  
B. MORI,  
Acting Manager.  
Hongkong, 24th January, 1905. [68]F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MER-  
CHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.16, DES VEAUX ROAD CENTRAL,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.

Hongkong, 15th December, 1905. [44]

## IMPORTANT NOTICE.

MR. RUTTONJEE begs to announce to  
his numerous customers that his  
Bakery in Kowloon being burnt down, he has  
dined another in a healthy part of the town,  
where "BREAD" will be baked and prepared  
under his usual personal supervision and thus  
ensuring to his numerous patrons the cus-  
tomary supply of the same wholesome Bread  
made of the finest flour and materials, that he  
has all throughout supplied.Customers are kindly requested to send their  
orders as usual.H. RUTTONJEE,  
No. 5, D'Aguiar Street, Hongkong.  
No. 37, Elgin Street, Kowloon.  
Hongkong, 4th January, 1905. [58]

## Intimations.

YOU WANT  
PROVISIONS  
AND  
WINES  
IN  
1905.

GET YOUR SUPPLIES

FROM

R. Perez &amp; Co.

(SUCCESSORS TO

A. CHAZALON &amp; Co.

AND

G. GIRAULT

6, QUEEN'S ROAD CENTRAL,

Opposite Connaught Hotel.

Who are Suppliers of High Class

Wines, Spirits and

Provisions,

French Bakers,

Navy Contractors,

and

Commission Agents.

BRANCHES:

HONGKONG, SHANGHAI, HANKOW.

Hongkong, 7th January, 1905. [31]

THE WINE GROWERS  
SUPPLY CO.

BARRETTO &amp; Co.,

General Agents, Hongkong.

PORT WINE,

Direct shipments from the

COMPANHIA AGRICOLA E COMMERCIAL DOS

VINHOS DO PORTO,

(Successors to DONNA ANTONIA A. FERREIRA).

Monopoly for China of

THE WINE GROWERS SUPPLY CO.

Per Case of 1 Dozen.

Dry No. 1 Selected Old Port \$50.00

" " " " " 35.00

Quinta do Porto " " " 30.00

Dry No. 3 " " " 25.00

Quinta da Granja " " " 20.00

Tawny, 188



Intimations.

**A. S. WATSON & CO., LIMITED.**  
ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

**BRANDY.**

GUARANTEED PURE COGNAC.

**B Superior Very Old Cognac** . . . \$27

**C Very Old Liqueur Cognac** . . . \$33

**D Hennessy's Finest Very Old Liqueur Cognac** . . . \$40

GUARANTEED PURE COGNAC.

**A. S. WATSON & Co., LIMITED,**  
ALEXANDRA BUILDINGS.

Hongkong, 11th February, 1905.

There are many Whiskies to be had in Hongkong.

BAD, PASSABLE AND OTHERWISE.

THERE ARE FEW ABSOLUTELY RELIABLE.

Public Opinion has classed our

IMPERIAL

HIGHLAND (Red Triangle) . . . at \$16.00 per doz.

AND

CLUB No. 1 (Gold Triangle) . . . at \$18.00 per doz.

AMONGST THE WHISKIES ONE CAN RELY UPON.

They are PURE MALT.

**GREGOR & CO.,**  
WINE MERCHANTS,  
34, Queen's Road.

Hongkong, 10th February, 1905.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution. SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$10 per annum. WEEKLY—\$13 per annum. The rates per quarter and per annum, proportional to the daily rate, are delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents; Weekly, twenty-five cents.

**DEATHS.**  
On the 2nd of February, at Kiukiang, the wife of A. G. BETHELL, I. M. Customs, of a daughter.  
On the 9th of February, at Ningpo, the wife of PAUL STAVE, of a daughter.

**MARRIAGES.**  
On the 21st of January, in H.B.M. Legation Chapel, Peking, by the Rev. F. L. Norris, M.A., Acting-chaplain, to H.B.M. Legation, JOHN WALTER, third son of Thomas William Richardson of Swatow, China, to JESSIE AUGUSTA, youngest daughter of Henry Thomas Otterwell of Felistowe, Kent.

At the Holy Trinity Cathedral, Shanghai, on the 4th February, by the Rev. A. J. Walker, M.A., ALBERT EDWIN HOUSE, Lieutenant, Royal Navy, H.M.S. *Sirius*, seventh son of the late Mr. L. W. House, of Alverstoke Parish, Hants, to ELLEN, second daughter of Mrs. H. S. Goodfellow, of Shanghai.

On the 7th inst., at All Saints, Tientsin, Captain ACCURTI, Imperial Austrian Navy, to DAISY, eldest daughter of the late Harold von Meyer, of Tientsin.

**DEATHS.**  
On the 8th of February, at Chinkiang, JAMES KIRKWOOD, 1st Engineer of the Revenue cruiser *Chien-tung*, aged 57 years.  
At the General Hospital, Shanghai, on the 4th February, ARTHUR DOUGLAS, of the Pinghsang Collieries aged 47.  
At the Kiangsu Chemical Works, on 8th February, FREDERICK MANN, aged 47.  
On the 4th inst., at the Isolation Hospital, Shanghai, MINNIE, relict of the late William Allen, many years pilot of s.s. *Pekin*.  
At hospital, Shanghai, on the 13th instant, WILLIAM WALKER RODGER, engineer, aged 23 years, youngest son of Robert Rodger, Port Glasgow, Scotland.

**The Hongkong Telegraph**

HONGKONG, WEDNESDAY, FEB. 15, 1905.

**THE AUSTRALIAN MAIL SERVICE.**

The anomalous attitude, which has been adopted by the Australian Government with regard to the over-sea mail service contracts, is likely soon to reach a crisis. When it was first indicated that one of the conditions under which the mail service subsidy would be renewed was that the vessels in which the mails were carried should be manned from quarter deck to stokehold by white labour, the P. and O. Company immediately stated that they would have nothing to do with a contract on these terms. The Orient Company appeared on the scene and it seemed for a time that they would fill the breach left vacant by the withdrawal of the P. and O. Company. But again the Australian Government destroyed their chances of securing an efficient service by a policy of niggardliness. Under the contracts which are now about to expire Australia pays of £72,000. The Federal Parliament, however, has laid down new conditions, under which the company would provide a faster service than before and have to carry the mails both ways for the Australian subsidy, for the Imperial Government may be expected to consider that it has done its share by contracting with the P. and O. Company for a fortnightly service. The Orient Company offered to fulfil the conditions, provided the subsidy was increased to £140,000; but that tender was rejected, so that to all intents and purposes Australians have no guarantee that their mails will be carried out of their country when the existing contracts expire. Australia is naturally isolated from the world's markets, but with this additional handicap it will be impossible for producers to compete on anything like a fair level with the traders of other countries. And how has this state of things come about? A Sydney contemporary supplies the answer: "Simply that the whim of a section of Federal politicians to try to compel steamers to employ all white labour on ocean voyages may be indulged." Unless some arrangement is arrived at shortly whereby Australia will be assured of regular mail communication with the mother country and other nations heavy material loss is bound to result. It is to be hoped that the sensible section of the community will realise in time the effect of their latest-fad, and save the country from the dire effects which most certainly will ensue should the present policy be continued.

**LOCAL AND GENERAL.**

THE coinage of 1L 1 coins is going to be started in Tientsin.

THE death is announced of Mr. J. Bernet, the ex-champion billiard player.

By a printer's error in our issue last night the name of the gentleman who rendered "first aid" in extinguishing the fire at No. 89, Queen's Road West, was made to read "Lanshan." It should have been "Lanshan."

THE English, French and German mails of the 14th, 15th and 16th January, were delivered in London on the 11th, 12th and 13th insts.

THE adjourned meeting (due to absence of a quorum) of all committees of the Soldiers' Club will be held at 11 a.m. on the 20th inst., in the library of the Soldiers' Club.

A PRIVATE meeting of the members of the Royal Hongkong Yacht Club and the Hongkong Boat Club was held at the Hongkong Hotel last evening, when it was decided that the two clubs amalgamate.

AMONG the passengers who arrived by the German Mail, s.s. *Princess Alice*, is Captain F. W. Lyons, Deputy Superintendent of Police, who returns from furlough, and on whose arrival Mr. E. R. Hallifax reverts to his substantive appointment of Assistant Superintendent Hongkong Police.

THE contract for the erection of the new quarantine station at Cebu has been let to the California and Manila Lumber Co. Men and materials will shortly be dispatched from Manila to rush the work which is to be commenced immediately. This will be the second complete quarantine station in the islands.

THE Hon. Treasurer of the Alice Memorial and Netherese Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—Rev. G. Gussman, Rev. C. Guimann, Messrs. E. H. Irving, G. P. Lammer, Geo. Barker, Jorge & Co., D. W. Craddock, H. F. Richardson, P. S. J., R. S. P. and Kuhn & Komor, \$5 each.

THE Henry Dallas Dramatic Company is expected to arrive in Hongkong on or about the 23rd inst., when they will open for a season at the Theatre Royal, City Hall. Mr. and Mrs. Henry Dallas, who were much missed during their last season, are coming out with the company, and many new artists have been engaged. The Dallas Company have just been playing successfully in Colombo.

THE following have been chosen to play for the Hongkong Football Club in the Rugby match against a Naval team at Happy Valley to-morrow. Kick off 4.45 p.m. Back:—T. C. Gray. Three-quarters:—A. S. Kempthorne, T. E. Pearce, G. R. Horsay, G. B. Macdonald. Halves:—J. P. Jordan, A. B. de Vaulle. Forwards:—E. R. Hallifax, K. M. Kankang, J. Harova, J. C. Stosa, W. B. Duncan, H. G. Bailey, E. Rogers, and H. F. Chard.

MR. H. R. Hancock, of the firm of Messrs. Shewan Tomes and Co., of Hongkong, who arrived here lately, says the Manila *Cablenews*, is the champion tennis player of the Orient. Mr. Hancock lately played the best player in Manila at the grounds of the Manila Club, and easily won the series. The Manila man won the first set but Mr. Hancock won the succeeding two with such ease as to inspire the suspicion that he was not trying in the first. Last January, however, Mr. Hancock played the California champion in Hongkong and was defeated.

FOUR cooks, from the s.s. *Kailong*, started out to have a good time last night, and had it; but then refused to pay the piper, and that led to the trouble. It appears they went into a *kai-fong* (neighbourhood) not their own, and proceeded to make merry on the best Chinese "chow" to be had in Shek-tong-shui, washed down with liberal libations of *amshu*, and enjoyed the society of their lady friends for several hours. But when the landlady produced the bill they did the vanishing act with alacrity. But they did not get far away, for the landlady's heart-rending cries attracted the attention of a *lukong* to four flying figures, and like the brave Irish soldier of history, "he surrounded them," and alone he arrested all four! Among the charges against the men was that one deliberately sat down on a burning lamp (probably feeling cold) and broke it. In the result, when placed before Mr. Gompertz this morning, His Worship advised the men to go out of Court and endeavour to settle the matter with the landlady. They did so, and shortly after returned and said they had settled the matter of the "chow" by paying \$8, but that was not to include the damage to the lamp and other things. His Worship fined them \$3 each for their disorderly conduct, and \$1 each as compensation to the landlady, and warned them not to be charged before him again. The men paid their fines.

CHEUNG Fong is a master tailor, doing business at No. 26, Graham Street. Cheung is also a very violent man, and this morning he had to pay the penalty for his violence. From the facts of the case heard before Mr. H. H. J. Gompertz at the Magistracy this morning, it appears that Cheung, some days ago, dismissed Wong Tak, one of his workmen, for some trivial fault, and refused to pay him the wages due to him to date. Yesterday afternoon he went back to the shop and asked either to be paid the wages due, or be allowed to work the month out. Without a word the violent Cheung seized a heavy ruler lying by his side, and aimed a smashing blow, which caught Wong straight across his mouth. The blow cut up his lips frightfully, loosened all his front teeth, damaged his tongue and gashed his chin and cheek. The poor man at once started for the Central Station to report the matter to the police, leaving a trail of blood along the road, and on arrival at the Station was so weak and exhausted that he was unable to tell his tale, until, after he had lost some more blood, Inspector Smith was enabled to staunch the terrible bleeding, and bring the man round. He then laid his charge, and Cheung, the brute, was arrested, with the result that this morning His Worship, after some severe words regarding his conduct, fined him \$20 for the unprompted assault, and ordered him to pay \$10 compensation to Wong. The question as to wages could be dealt with in the Civil Court.

OUR RACE COURSE.

PREPARING FOR THE RACES.

NATURAL BEAUTIES OF HAPPY VALLEY.

The preparations for the forthcoming race meeting under the auspices of the Hongkong Jockey Club are being pushed forward with the utmost despatch, and already most of the larger works in connection with the races are well on the way towards completion. In some respects the Hongkong Jockey Club races differ very materially from those of other places in the East. The greatest difference is, of course, found in the fact that it is an amateur meeting, where all are gentleman riders. Again, instead of having horses specially imported for the occasion, the hardy little Chinese pony is brought on the scene, and those who remember past race meetings in Hongkong will readily admit that if the pace is not record-breaking, it is at all events wonderful, when the size and apparent stamina of the ponies are taken into consideration.

IN THE STRAITS.  
In Singapore and the South generally the races are contested by specially trained Australian horses. Nowadays, the horses required to win a race in the Straits, even when the purse is but a trifle, will cost anything between \$1,000 and \$4,000. The result is that the races are in the hands of a fortunate few who have the money to spare for this "sport of kings," and the average man has only the questionable privilege of squandering his hard-earned shillings by means of a pari-mutuel. Then, the jockeys are all professional men, whose whole life is devoted to the training and riding of horses, from the immature griffin to the fully-fledged animal. Occasionally a wonder is produced, such as Essington, for example, which carried off all the honours of the turf in the Straits, and the Malay States for a couple of years, and never knew defeat in a big race.

AMATEURS V. PROFESSIONALS.  
In Hongkong, on the other hand, the races being promoted by amateurs and limited to amateurs, there is the certainty that we shall enjoy sport in the truest sense of the word. Without going into the merits of that much- vexed question, amateurs v. professionals, it can be said that for those who enjoy sport for its own sake amateurism has a charm which is not always to be found when professionalism is to the front. And the beauty of it all is that the commonest of common cows, owned by the humblest stable, has every chance of romping home a winner, for the simple reason that it will meet its own kind on the field, and not animals of a special strain which from their birth have been nurtured for the occasion.

AT HAPPY VALLEY.  
But in another respect, Hongkong is especially favoured, for in Happy Valley we have a natural race course. It may be that in some far-off glen in the wilds of Australia, or in the heights of the Argentine, there is a rival to Happy Valley; but it is to be doubted. The view itself is a panorama, ever changing, ever beautiful. Enclosed on three sides by lofty hills, and with a view of the sea on the fourth, any of the verses which make up the song of "Killarney" might be applied to it were one in a poetic vein, but poetry and horse-racing are not exactly an agreeable couple.

A RACE COURSE FROM A SWAMP.  
When it is remembered that Happy Valley was once a swamp, as foul and treacherous as any Irish bog, and that to-day it is one of the picture spots of Hongkong, the remarkable change will be appreciated. Where cricket and football are now played were the Hongkong gardens, but they have passed away, and like the flowers that bloom in the spring have nothing to do with the case. The swamp was drained, and now there are two courses, the inner course—a gravelly soil—being utilised by ordinary riders who wish a short canter; and the outer, which is of fine soft turf, almost as easy to the feet as English turf, for training and racing purposes.

PREPARING THE COURSE.  
A visit to the course the other day showed how carefully the Jockey Club Stewards, with their indefatigable Clerk of the Course, are getting the outer course into condition for next week, and it also revealed a distinctly Eastern scene, which although it would amaze people at home is passed by here as of no account, because common. The iron rollers were being dragged by twenty-two persons, twenty of whom were women! The rollers were not exceptionally huge, but even Chinese women have not all the strength in the world, and the way they hauled that roller along the track was a sight to see. The Chinamen, naturally, retained from pulling the ropes; their duty as fords and masters was to encourage the weaker vessels by word and gesture, to whip up the flagging, and to cheer the weary.

THE PERMANENT BUILDINGS.  
Up to the present time, the workmen engaged by the Hongkong Jockey Club Committee have been mainly concerned with the re-decoration of the permanent buildings—the Grand Stand, the stables, the enclosure, and the accommodation for the judge and stewards. A start was made last week with the erection of the extra stands, that for the Club Lusitano occupying the most prominent position, and as these are of the usual type adopted in Hongkong they should be ready for occupation in a few days. But, of course, a good deal remains to be done.

NEW STANDS ERECTED.  
Starting from the north-western point, five large stands are in course of construction. Built up on slender poles, to the height of about twelve feet, the stands are firmly secured and roofed over with the usual matting. To the inexperienced eye, and to the stranger, the stands might seem to have a somewhat rickety and unstable appearance, but those who know what the Chinese can do in the way of binding poles together and the wonderful elasticity and strength of these structures, will be quite con-

fident of their security. There is no fear of an Ibrox Park affair at Happy Valley.

ACCOMMODATION FOR 7,000 PEOPLE.  
Four of the stands, one of which is exceptionally large, should easily accommodate 4,000 people. There is another, rather smaller, next to the Grand Stand which appears to be set apart for special purposes; while at the far end of the stables there is a large erection which will be occupied by the Hongkong Hotel, and devoted also to other purposes. Altogether there are twenty sections, and it is roughly estimated that the entire circle of stands, including the Grand Stand itself and the owners' stands over the stables, should provide accommodation for 7,000 people. The ho-i-polloi can spend their time and their money too, doubtless, in the centre of the course, or they may climb the neighbouring hills, and watch the races in comfort and peace. Indeed, it appears that a goodly number of people, whose nerves have already been shaken by the din of the Chinese New Year, prefer to enjoy the race meeting from some vantage ground on the hills, and to make a picnic of the event.

AT THE STABLES.  
The stables are exceptionally roomy and well-arranged. The names of the owners who have up to date taken stalls are placarded on the various stalls, but a good many stalls have yet to be taken up. The following is a list of the owners whose names are ticketed on the stalls, together with the number of stalls which they have declared it is their intention to occupy:—

Mr. W. J. Gresson, 14 stalls;  
Mr. H. N. Mody, 11 stalls;  
Mr. T. F. Hough, 5 stalls;  
Mr. H. P. White, 3 stalls;  
Mr. Clarke, 2 stalls;  
Mr. "Griffin" 1 stall;  
Mr. Mackie, 1 stall;  
Mr. K. Wibel, 5 stalls;  
Mr. D. Macdonald, 4 stalls;  
Mr. G. C. Moxon, 2 stalls;  
Mr. John Jupp, 1 stall;  
The Hongkong and Shanghai Bank, Junior Mess, 1 stall;  
Mr. Britton, 1 stall;  
Mr. G. H. Potts, 4 stalls;  
Mr. Kennedy, 8 stalls.

The facilities for allowing the horses to be led from the stables to the course are admirable. Each horse is led along a wide central passage to the rear of the Grand Stand, and a clear thoroughfare is afforded to the entrance of the course. The stables are well ventilated, and the sanitary arrangements are all that could be desired. The entire building has been re-painted and looks as bright as a new pin.

THE GRAND STAND.  
The Grand Stand remains as it was before, with the exception that it has been re-painted and re-decorated. Even the weather-cock above the ornamental dome has been re-gilded. It has been remarked that if the weather-cock could point out what is to win as easily as it shows the direction of the wind there would be few people looking at the horses. The staircase and approaches have been painted and altogether the Grand Stand is a credit to the Hongkong Jockey Club. Indeed, there are few grand stands in the East which can equal that at Happy Valley. At Singapore the members' stands are very bleak affairs, and so separated that it is a sort of day's journey to go from one end to the other. Bangkok Sporting Club have a very elaborate building, but few would assert that it is equal to the range of buildings in Hongkong. At Shanghai extensive improvements are being made in respect of the buildings on the race course. Taken altogether, then, it may safely be maintained that Hongkong's Grand Stand and race building—to say nothing of the magnificent scenery around Happy Valley and the delightfully sheltered spot which the course occupies—are at present, at any rate, the best in the Far East, from whatever point of view they may be considered.

GENERAL REMARKS.  
One feature, which should not be overlooked, is the excellent system of distance posts. The distances at which they are placed round the course are clearly shown in large figures, so that the jockey is not obliged to strain his eyes when a post looms in sight. More than that, the spectator who may stroll round the course to see the start of a short distance race has no difficulty in finding the whereabouts of the proposed start. To finish with the judge's box where all races finish, and the stewards' stand where all race questions are settled; it has only to be said that these are placed in their old position directly in front of the Grand Stand. They have been painted a dull red, in keeping with the general colour tone of the buildings. There is no doubt that the Committee of the Club, or those responsible for the preliminary arrangements, have carried out their duties conscientiously and well. To Mr. T. F. Hough, the Clerk of the Course, every praise should be given for the able manner in which he has superintended these preparations which will best be appreciated when the races start next week.

THE WEATHER.

The following report is from Mr. J. T. Plummer, Chief Assistant of the Hongkong Observatory.

On the 15th at 11.40 a.m. The barometer has risen in Japan and over that part of the Pacific near the Loochoo Islands and has fallen at all other stations. Gradients are moderate upon the east coast of China and moderate NE. monsoon will prevail in the Formosa Channel. They are still steep upon the south coasts and strong, but moderate NE. winds may be expected in the northern part of the China Sea.

Forecast—Fresh E. to NE. winds, cloudy, fair.  
WITH reference to the four Europeans who raided the Chinese Club in Tientsin Street, as recorded in these columns last evening, the police have succeeded in arresting the other two accused, and all four of the men have been identified by the members of the Club as the intruders. Formal evidence of the arrest was taken before Mr. Gompertz this morning, and the case was remanded. All the men are of the beachcomber stamp.

TURF TOPICS.

14th February, mid-day.  
Scottish King (Boots) and Norman King (outside), 1 1/4 mile, 36, 1.10, 1.45, 2.20, 2.54.  
Prairie King (Boots) and Saxon King, 1 mile, 34, 1.08, 1.43, 2.16. Prairie King beat his stable companion easily.  
Umbrian King (shoes off), Desert King, half cantering, 1 mile, 34, 1.07, 1.40, 2.14.  
Heather King, 1 mile, 34, 1.08, 1.42, 2.14.  
Jungle King, 1 mile, 36, 1.12, 1.43.

Wednesday.  
Alarm (o), 1/2 mile, 39, 1.12 1/2, 1.43 1/2.  
Aladdin, 1/2 mile.  
Salem, 1 mile, 31, 1.05, 1.39, 2.12 1/2.  
Highland Fling (Clarke), 1 mile, 31, 1.04 1/2.  
Highland Chief (boy), 1/2 mile, 34, 1.03 1/2, 1.38 1/2.  
Somali, 1 1/2 mile, 36, 1.03 3/5, 1.45 1/5, 2.20, 2.51.  
Sport Royal 1st, Highlander 2nd, and Wee Macgregor (Robertson) 3rd, 1 1/2 mile, 36, 1.11, 1.46, 2.20 2/5, 2.51 3/5.  
Two-Step and Hecken Schmidt, 1/2 mile, 35, 1.09, 1.43.

EARLY BIRD.

SHANGHAI VISITORS.  
Among the guests arriving from Shanghai, as riders and spectators, by the *Empress of Japan* to-day, are Messrs. F. A. Cumming, N. E. Moller, F. W. Irvine, W. C. Perie, and J. A. Hayes. Of these Mr. J. A. Hayes will ride exclusively for Mr. H. N. Mody, whose guest he is. Messrs. Moller and Alderton, also his guests, will ride for Mr. Mody, as well as for other owners. Mr. Irvine, another guest, comes merely as a sport and spectator, as does also Mr. Perie. The riders expressed themselves as anticipating good sport, but did not at all appreciate the voyage which brought them to our shores, as the sea was very rough, and the weather most unsettled and unpleasant, so that they were all glad to get on terra firma once again.

Another party of guests is expected by the French Mail and our Shanghai friends may depend on receiving right royal hospitality during the Race week.

NAVAL NOTES.

FRENCH CRUISER "SULLY" AGROUND.

M. Liebert, French Consul, courteously informs us that the French cruiser *Sully*, on the China Station, has gone aground in Ahong Bay, on the coast of Tonkin, French Indo-China. It is believed, however, that she is only on a sand-bank.  
[The *Sully* is an armoured cruiser, deck protected, of 10,000 tons displacement, with an indicated horse-power of 20,500. Her nominal speed is 21 knots and her armament, 2 7.6 in.; 8 6.4 in. quickfiring; 4 in.; 24 smaller.—Ed. H.K.T.]

HARMSTON'S CIRCUS.

Harmston's Circus which has just concluded a very successful season in Manila, and Northern Luzon, P. I., is due to arrive in Hongkong on Saturday next, and will perform for one week on the old ground at Causeway Bay, putting up many novelties. The proposed trip to Canton for a season has been abandoned, as the promised guarantee was not forthcoming. Mrs. Harmston-Love has imported a new lion to replace those so unfortunately suffocated on arrival in Manila, which is now awaiting the circus at Kennedy's Stables, in charge of Captain Lindo, who came up from Manila to receive and look after it, pending the arrival of the show from Manila, as it was deemed inadvisable to tranship to Manila for such a short stay. This lion is a magnificent specimen of the African type, and has been for the last two years in the possession of Hlostock at home, and is known as a "bouncing" lion. After the short season here the Circus is bound to go on to Bangkok for a season, after which they expect to visit Burma and India, the latter country being always a "happy hunting ground" for them. This excellent show should be welcomed back with crowded tents, as the weather is now more favourable for the long run out, and the increased tram car service affords extra facilities for getting to and from speedily.

NEW REGIMENT.

FOR HONGKONG.

The transport *Clive* sailed from Singapore on 13th inst., with the 119th Infantry (The Mooltan Regiment) for Hongkong.

A VERY wide circle of friends, more especially in shipping and masonic circles, has learnt with deep regret of the death of Mr. James Kirkwood, formerly Chief Engineer of the Peiyang Squadron under Admiral Lang, and afterwards for many years Superintendent Customs Engineer at Hongkong. Mr. Kirkwood, who remained in harness till the last, was Chief Engineer of the Revenue cruiser *Chunshan*, died at Chinkiang on Sunday last—N. C. D. News.

SHIPPING AND MAILS.

MAILS DUE.  
Indian (*Catherine Apsar*) 21st inst.  
French (*Oceanic*) 22nd inst.  
American (*Manchuria*) 25th inst.  
Indian (*Namang*) 1st prox.  
Canadian (*Athenian*) and prox.

The Imperial German Mail s.s. *Roon* which left here on 13th ult., arrived at Genoa on 14th inst., at 6 p.m.

The M. M. Co.'s s.s. *Oceanien*, with the next French Mail, left Singapore to-day at 6 a.m. for this port via Saigon.  
The I. C. S. N. Co.'s s.s. *Namjang* left Calcutta for this port via the Straits on 12th inst., and may be expected here on 1st prox.  
The Apsar Co.'s s.s. *Catherine Apsar*, from Calcutta, left Singapore for this port yesterday afternoon, and may be expected here on 21st inst.



## TELEGRAMS.

[Reuter's.]

## The Third Baltic Squadron.

LONDON, 13th February.

A certain amount of insubordination prevails in the third Baltic squadron now under orders to sail for the Far East. A sailor was shot on Saturday for stabbing a lieutenant.

## Locomotives for Japan.

The Japanese Government has placed an urgent order for fifty locomotives in Glasgow. Later.

## The American Arbitration

Treaties.

President Roosevelt announces that the Senate has reached a stage of disagreement concerning the Arbitration Treaties which the Hon. John Hay, Secretary of State, has laboriously concluded with Japan, Great Britain, and several other European powers. The Senate, disregarding the strong pressure of President Roosevelt, inserted an amendment which was passed by 50 votes to 9, securing its right to intervene before any question is submitted to arbitration.

President Roosevelt has consequently resolved to drop the treaties altogether. Public opinion apparently endorses the action of the Senate.

[N. C. D. News.]

## News from the Shaho.

Tokio, 10th February.

It is officially announced that the Russian batteries bombarded the Japanese centre and the right on Thursday. Small attacks were made by the Russians which were everywhere repulsed, and the general conditions were unchanged.

## The Russians in Corea.

Tokio, 10th February.

The Russians appear to have seen the folly of distributing small batches of their troops in North-east Corea, and there will be no trace of Cossacks there before long.

## SOLDIER'S FATAL FALL.

A sad occurrence took place on the 7th inst., whereby a private of the Royal West Kents lost his life. From the report subsequently made to the Police, it appears that Frederick Hicks, Private No. 1483 of the above Regiment, obtained leave of absence until midnight on the night in question, and, with a companion, went out to spend the evening. At about 11.45 p.m. the two men returned to Murray Barracks, and after reporting themselves at the guard room, went to their quarters, deceased, according to his custom, lying down on a bench in the verandah of the second storey, just outside his room, and there, it is supposed, fell asleep. At about 1 a.m. on the 8th inst., the sentry heard the dull thud of a fallen body, and on going to the spot, discovered the deceased lying on the ground in a pool of blood. He was at once picked up and removed to the Military Hospital at Wellington Barracks, where, despite every care and attention possible to be shown him, he succumbed to his injuries at 10.30 a.m. on the 12th inst., the post mortem examination, which was held in the military hospital, disclosing the cause of death was contusion of the skull and internal hemorrhage.

The funeral of deceased, who was but 25 years of age, and a promising young soldier, took place, with full military honours, at the Protestant Cemetery, at Happy Valley, on the 13th inst. No report was made to the Police until at the time of making application for a burial permit, when the Coroner issued instructions for the usual police investigation. How the man fell is not known, but it is believed that getting up suddenly, half asleep, he fell over the verandah by over-balancing himself while standing up on the bench.

## THE SEA SERPENT.

"A GREENY-BROWN MONSTER."

"I have one item of news for this voyage," said Captain N. Allan, of the Aberdeen liner *Albatross*, when his vessel arrived to-day, says the *Sydney Daily Telegraph* of 17th ult., "and it comes from Commander J. C. Robinson, of the mail steamship *Armadale Castle*. Captain Robinson is best known as the missionary of the Castle line, and from his position may be given credence.

This is the captain's report as supplied at the Cape, and it really appears that the sea serpent has been met with at last. Under date of December 28, 1904, Captain J. C. Robinson makes the following statement: "On her present voyage out the *Armadale Castle* met with an interesting experience. The ship's perpendicular stem struck a large fish which was very likely asleep behind the pectoral fin. He had been doubled across the port side and the body and tail along the starboard side of the bow. The violent struggles of the creature to free itself from its position led to its striking the side with its tail, marking the point, and afterwards enabled us to make fairly accurate measurements, giving 47 ft. to the stem, with 8 ft. of head and 2 ft. of curve, a total of 47 ft. In girth the fish was about the diameter of a ship's lifeboat, gracefully tapered towards the tail. Owing to the contortions of the body no one could say for certain whether it was a mammal or fish. The head was blunt and barrel shaped, and the right eye appeared to be fairly large and protruding. The body was of a greeny-brown colour, with large dark spots all over the back and sides, the lower parts being of dull white. The engines were at once stopped, and reversed, but it was a quarter of an hour before the ship was freed, when the fish sank slowly, tail first.

## HONGKONG VOLUNTEER RESERVE ASSOCIATION.

RIFLE PRACTICE.

The King's Park Range (200 yards) will be available for rifle practice on Saturday, the 18th inst., 1.30 p.m. to 5 p.m. Every member is particularly requested to attend this practice to enable the handicappers to draw up a list of handicaps. Rifles and cartridges can be obtained on the range.

## LECTURE ON FIRE TACTICS.

Lieut. T. W. Fienness, R.N.V.R., has kindly consented to deliver a lecture on "Fire Tactics" at the City Hall (Music Room) on Thursday, the 16th inst., at 5.15 p.m. His Excellency the Governor has signified his intention of being present at the lecture.

## NEW RIFLES.

Members wishing to purchase new rifles when available are requested to notify the Hon. Secretary before 19th February.

## DISAPPEARANCE OF DALNY.

RESURRECTION OF TAIEN.

It is significant to learn from an official announcement that on and after the 11th inst. the name of Dalny will be wiped off the map of China and will be replaced by Taien. This is the Japanese pronunciation of the Chinese name Talien, by which the place was known when held by the Japanese during the Japan-China War.—*Japan Chronicle*.

## RAILWAY FROM PORT ARTHUR TO DALNY.

The railway communication between Port Arthur and Dalny has been restored by the Japanese and the line was opened to traffic on the 15th ult. That this was accomplished within two weeks of the Port Arthur terminus falling into hands of Japanese, reflects great credit upon the engineers attached to General Nogai's army. The length of the railway is 27 miles.—*Nagasaki Press*.

## PROFESSOR JENKS AND MISSIONARIES.

SERMON BY THE REV. C. E. DARWENT.

We take the following from the *North China Daily News* of 8th inst.

On Sunday evening last the Rev. C. E. Darwent preached a sermon at the Union Church with reference to Professor Jenks' Memorandum on Missionaries. Mr. Darwent took for his text "I, John xii. 45. 'I am come a light into the world.'" He remarked that it was rather interesting to know what a man had to say about the vexed question of missions, and of course Professor Jenks wrote only from the political standpoint. His real opinions might be much more thoroughgoing. It was quite impossible to consider missions from a political standpoint. Were missionaries of Christ coming to China to ask if they could preach this and that and ask the mandarins what would suit China, and cut their messages to suit the Government? Could missionaries be like timid rabbits looking over a field to see if there was any danger? That could not be done; all ministers of the Gospel had marching orders which they had to obey. Professor Jenks said that everyone must admit that missionaries did a considerable amount of good. That was very faint praise indeed. The writer went on to say that nevertheless missions created disturbances. Of course they did. What truth could be introduced into any country without creating a disturbance, when light came to disturb darkness? It could not be helped, it was a condition of progress. What, for instance, would weeds think when the hoe was applied to them. They would not like the disturbance, but nevertheless it had to be. The curious thing was that people had no objection to disturbances due to secularism or railways, or to disturbances due to a position to the old trading methods of China. This reminded the preacher of a certain vicar of a quiet country charge who received a letter from his Bishop asking him to a "quiet day." He replied, "My Lord we have plenty of quiet days down here; what we want in this parish is an earthquake." What China needed was a moral and spiritual earthquake. It wanted new life to burst the bonds of old superstitions, absurd customs, and false theories. "Ye must be born again." It was utterly useless for Governments and Consuls to object to disturbances of this kind.

Professor Jenks, writing on religion in China, said that missionaries were not to oppose Chinese religion just because it was Chinese religion. They did not do so. They opposed it because it was not true. The professor further said that if there were superstitious in the Chinese religion they could be got rid of and the pure gold would remain. To the preacher's mind this argument presented itself like this: there were two men who wanted some rice, and there was a great heap of rubbish with grains of rice scattered among tons of stuff. There was also a measure full of nothing but rice. What would be the use of someone telling one of these men to go and pick the grains of rice from the rubbish heap when there was a lot of it all together in the measure? Christ was the light of the world and included all truth. Why therefore should the Chinese be left to rake for truth in the mountain heaps of the rubbish of popular superstitions when the Truth was available? Were there no superstitions in the Chinese religion? What about the water god with the yellow body, eight hands eight feet, and eight eyes? What about the kitchen gods who went up the chimneys in such numbers at New Year time? What about popular Buddhism? It was all very well for Sir Edwin Arnold to give an account of an idealised Buddhism, but how did it work out as the popular Chinese religion? The stories of the births of Christ and Buddha should be compared. When Christ was born angels appeared and sang, "Peace on earth, good will to men." That was worthy of the coming of Christ into the world. Buddha's mother, when he was born, saw an elephant with six trunks. The preacher went on to give other illustrations of Chinese superstitions, comparing them with the Gospel story, and showing that the search for truth among Chinese superstitions would be quite futile.

The commander of the Portuguese gunboat *Limboia* joined the Baltic Fleet to coal at Tiger Bay, Angola, Portuguese West Africa, and the Russians retired.

## SHIPPING JETSAW.

THE S.S. "CARLISTE."

A telegram received by Commander Helm, chief of the coast guard service, announces that the British steamer *Carlisle* was encountered by the cutter *Luzon*, outside of San Miguel Bay on the 10th instant. The message further states that the *Carlisle's* propeller was gone and that she had been out nearly three months from Vladivostok, bound for Port Arthur, when discovered. The message is signed by Captain Foster of the *Luzon*.

A later telegram of even date with the foregoing, from Captain Foster, states that the *Carlisle* left Vladivostok November 7, bound for Port Arthur: that she lost her propeller when three hundred miles from Vladivostok and had been under sail eighty-five days when found by the *Luzon*.

Captain Simpson, of the *Carlisle*, went ashore on February 8 with the intention of finding a telegraph office through which to communicate with Manila. He has not been heard from since.

The *Luzon* will tow the *Carlisle* to Tabaco. —*Cebu News*.

## S.S. "LEGA PI."

The *Legaspi* has been heard from again in a silly yarn. This time she is cruising off the coast of Principe engaged in delivering arms to the insurgents. The *Cebu News* of 11th inst. says: Commander Helm said yesterday that he had not the slightest faith in the report, and denied that he had any information corroborating the rumour.

Insular Surveyor Cairns said yesterday that if the facts in the case were given due consideration, it was hard to see where the reasonableness of any supposition of the *Legaspi* being afloat was apparent. The steamer left Hongkong loaded to her gun-wales, she left at a time when the weather was so rough that the captains of other ships equally seaworthily refused to venture out; and the argument that some trace or wreckage ought to have been found in case she foundered was easily refuted by the fact that the wreckage would be blown by the monsoon to the shores of the Indo-Chinese coast where it would be quickly found by the savage natives and used for firewood.

Senior Yribar was indignant as usual, and could not understand why the papers keep intimating that the steamer was possibly engaged in filibustering. If the steamer's owner could hear some of the comments made on the past career of the *Legaspi*, by men of standing and experience, he would no longer wonder.

## PORT ARTHUR REFUGEES AT SHANGHAI.

The stream of refugees from Port Arthur continues, and the passing of them on homeward proceeds but slowly in comparison. The hotels and boarding houses have been full, as we have said, for days, and the question of providing more roof accommodation for these poor unfortunates is one of great difficulty. "There has been," says the *N. C. D. News* of 9th inst., "uncensured activity at the Russian Consulate and by others interested in Russian affairs in Shanghai, but the arrangements made have been far from meeting the demand for accommodation. We understand that overtures have been made for several large godowns, but without success. Yesterday another batch of about 500 refugees was expected and to meet this further inroad, the Russian authorities applied to the Municipal Council to help them out of the situation. The Council at once consented and placed the Riding School of the Light House at the disposal of the Russians. Police escorts were also offered to conduct the new comers to their temporary quarters.

The Riding School, it may not be generally known, is a spacious matchless at the corner of North Honan and Range Roads. It is hardly an ideal residence in the cold weather, but whilst it affords little protection against the wind it at any rate keeps those inside dry. The refugees were to bring their own bedding and stoves and the Russian authorities have made arrangements for providing them with food. The decision to allow the use of the school was come to so speedily that there was no time to notify members of the Mounted Infantry of what had been done, with the result that several of our gallant troops, who turned up to drill yesterday afternoon, were considerably surprised to find their headquarters in temporary occupation of an invading army of Russians.

A representative of this paper visited the Riding School yesterday evening and found about seventy Russians in occupation. The Council had provided numbers of the long seats used in the Gardens and on the Bund, and these were placed back to back and boards arranged on top of them. A limited number of mattresses were also provided. The refugees found that the most comfortable way of making their beds was to take two of these seats, place them seat to seat and pile two or three mattresses into the space thus formed. Those who slept on the boards took good care to lie on two or three of the mattresses. A policeman was on guard. In a corner six or seven Russian soldiers were engaged in a game of cards. Fragments of loaves scattered round showed that sleepers had not retired supperless. The refugees were quite orderly and quiet. Most of them went to sleep just as they were with boots, caps, and coats on. There were no stoves or other heating apparatus. The 500 expected in the afternoon seem to have got lost and the police escort which awaited them was, therefore, not required.

It is decidedly disheartening to read such a report as that of the *Laou Kung Mow Cotton Spinning and Weaving Co., Ltd.*, which will be found on our sixth page. If such a "confessedly well-managed concern as this cannot do better, after more than ten years' experience, than make a net loss for the year—after writing off indeed a very large sum for depreciation—of 20,000 taels, there seems to be little encouragement for the industry which started with such bright hopes. The directors remark, however, that "the year has been one of exceptional difficulty," so that this may be the darkest hour preceding the dawn.—*N. C. D. News*.

## RELEASED NON-COMBATANTS AT KOBE.

A CONVERSATION WITH A RUSSIAN WAR CORRESPONDENT.

A couple of non-combatants from Port Arthur are now staying at the Hotel de Paris, Kobe, on their way back to Russia. One of these gentlemen, Mr. Koopchinsky, is a war correspondent and was at Port Arthur from the early days of the war. For the last seven months, however, he has had the misfortune to be a prisoner at Matsuyama. To a representative of the *Kobe Herald* who called on him at Hotel de Paris, Mr. Koopchinsky, who speaks French fluently, gave an extremely courteous reception. In reply to questions, he explained that he went to Port Arthur in the early spring as War Correspondent of the *Zurich*, a new Russian journal, and also sent contributions to the well-known paper the *Russ*. He was likewise a contributor to the *Nout Krai*, the Port Arthur publication of which so much was heard during the siege. As, however, he was unable to get any communications through to his journals after April 25, he decided to attempt to escape from the besieged city and offered his services to General Stoessel for the conveyance of despatches to General Kuropatkin. The proposal was accepted, and M. Koopchinsky was instructed to put on a military uniform which he accordingly did. In the middle of July he set out in a junk for Inako, accompanied by a Russian officer. They encountered a favourable wind and for some time the venture seemed likely to be successful, but on July 21, when off Kinchaw, they fell into the hands of the Japanese and were taken to Mikasa. Here they were closely examined as to their status and the objects of their voyage and M. Koopchinsky had to explain the reasons for his appearance in military costume. The Japanese officers by whom the investigation was adopted were very kind and courteous, and M. Koopchinsky could not sufficiently express his appreciation of the very good treatment he and his comrade received during the four or five days which they spent at Mikasa. They were then taken to Matsuyama, where M. Koopchinsky remained until his release a few days ago. Having some knowledge of medicine, he spent most of his time in the hospital, where he was able to do good service in helping with his sick and wounded countrymen. Asked as to the treatment received by the Russians, M. Koopchinsky paid a most frank and generous tribute to the efforts of the Japanese to provide for the welfare of their charges. He was, he said, convinced that the Japanese officials were doing their very utmost to make things as comfortable and pleasant as was practicable under the circumstances.

"After all," he remarked, "one must remember that war is war and prison is prison, and that a certain amount of inconvenience must be expected." Life at Matsuyama was certainly rather dull, as there were few books or papers, and many of the prisoners suffered severely from lack of occupation, but the conditions were in no way more harassing than those of any prisoner of war must necessarily be. The *Herald* representative took the opportunity of reading to M. Koopchinsky the allegations of ill-treatment of the prisoners contained in a supposed letter from an officer at Matsuyama which was reproduced from *St. Petersburg papers* in our yesterday's issue. It will be remembered that this communication stated that the prisoners were treated with great severity, that even officers were sometimes flogged by the guards, and that the interpreters were very disobligeant. M. Koopchinsky listened to these statements with evident surprise, and expressed great regret that such an account should be given of the state of affairs at Matsuyama. It was true, he said, that there had been a few cases of friction with the authorities. Some of the prisoners were impatient of restraint, and perhaps some of the Japanese officials were less courteous than others, but he was quite certain that there had been no general or intentional ill-treatment. "The Japanese tried to do all they could for us," he repeated more than once, in tones which left no doubt of his entire sincerity. M. Koopchinsky was then shown the accusation in the same letter to the effect that the Japanese were killing prisoners in order to prevent the number of Russians in confinement in this country being increased. To this ascription he gave no credence whatever. From all he had seen in fights he had witnessed between Russians and Japanese, and from all he had heard from others, he was thoroughly satisfied that the Japanese would not be guilty of such conduct. Asked as to whether he had ever known of any case in which the Japanese had killed prisoners in cold blood, he replied emphatically in the negative, nor was he aware of any instance of prisoners or wounded being barbarously treated. In the heat of conflict he had several times seen men killed after they had been wounded without any offer of quarter being made, but that had happened on the part of the Russians as well as the Japanese, and was intelligible to any one who knew the excitement and passion which prevailed when men were fighting hand to hand. "I am opposed to war," he remarked, "and I know that it is horrible to read of wounded and helpless men being killed, but when one has watched a fierce combat and has seen how these things occur, one can understand them and excuse them. It is a case in which to know all is to forgive all." Asked as to the impression he had formed of the Japanese troops, M. Koopchinsky spoke most warmly of the extreme courage they displayed. "They simply will not be denied. The infantry advance readily under the very heaviest fire, and no matter how many may fall, the advance continues without check. Even when only a few men are left, these still go forward, disdaining to lie down or take shelter. Then, when the first party has been destroyed, another advances to the attack, and after that has been wiped out another takes its place, and after that comes others, and others still. Like waves of the sea, their lines pour forward one after the other until at last the position is

them. That is a great strength of the Japanese army. No loss stops them. When one battalion has been destroyed another is always ready to advance in its place, and so it goes on until the attack has succeeded. I saw the battle of Nanshan and it was marvellous to see the way in which, line after line, the Japanese rushed up the hill under the deadliest fire. As I said before, it reminded one of waves dashing over a cliff." Mr. Koopchinsky expressed special admiration for the Japanese artillery, which was splendidly led and equipped. In reply to a question as to whether he anticipated at the time he left Port Arthur that the Japanese would be able to capture that fortress, he said that he was of opinion that they would not be able to take it. During the four months and more that he was at Port Arthur he had examined every part of the fortifications, and he came to the conclusion that the fortress would be able to resist for from one to two years or longer. He believed that the surrender was due to lack of ammunition for the heavy guns. Provisions had become very scarce, even horseflesh fetching ninety kopeck a pound, but he did not think that fact would in itself have necessitated the capitulation. When he left, in July, food was abundant, and it was very carefully apportioned by General Stoessel. He estimated that at the commencement of the siege the garrison, not counting the sailors, numbered from 30,000 to 40,000. M. Koopchinsky did not care to venture on any prophecies as to the course of the war, but he had no hesitation in saying that he believed when it was over the Russians and Japanese would shake hands and become very good friends. He is remaining in Kobe for a few days and will then proceed to Shanghai, whence he will return to his own country.

## THE YOKOHAMA INSURANCE CASE.

A NATIONAL BANK OF CHINA CLAIM.

On the 31st ultimo in the Yokohama District Court, before Judge Nakanishi, reports the *Japan Herald*, the hearing was resumed of the claim for insurance money brought by the National Bank of China against the Equitable Life Insurance Company. It will be remembered that the defendants do not dispute the claim, but desire that the Court should give a decision as to whom the money is to be paid in order that they may not be held further responsible. The plaintiffs were represented by Mr. Sawada, and the defendants by Messrs. Masujima and Ideura.

Mr. Masujima, for the defence, said that according to Japanese law only the heir of the deceased person had the right of claiming the insurance money, and therefore the plaintiffs had no claim.

Counsel for the plaintiffs said that as the insurance policy was issued in New York the matter should be viewed in the light of American law. The deceased had not assigned the insurance money to anyone, and hence it was proper that the person having the legal right to it should claim it.

It was announced that judgment would be given on the 4th instant at 10 a.m.

## COMMERCIAL.

Shanghai advices, of 11th inst., state:—Business reported:—S. C. Farnham, Lloyd & Co. shares at Tls. 150 cash, and Tls. 151 for March. Maatschappij, etc. in Langkat shares at Tls. 280 cash. Indo-China S. N. Co. shares at Tls. 92.50 for March. Hall & Hall shares at Tls. 24.50 cash. Chinese Engineering and Mining Co. shares at Tls. 7.65 cash. Weeks & Co. shares at Tls. 58 cash. Astor House (100 shares at Tls. 7 cash. Shanghai Mutual Telephone Co. shares at Tls. 68 cash. Business reported direct:—S. C. Farnham, Lloyd & Co. shares at Tls. 151 and Tls. 154.50 for March. Indo-China S. N. Co. shares at Tls. 93.50 for March. Shanghai and Hongkong Wharf Co. shares at Tls. 165 for March.

## FARNHAM BOYDS.

Messrs. Muller Bros. state in their circular that the "well devised scheme of Mr. J. R. Twentyman, in disposing of all the Shanghai Docks and their properties" to some unknown European corporation, does not seem to have borne the fruits of success: the time for its completion is now well overdue, and those parties filled with great promises as to the result are now anxiously looking forward to a daily-expected consoling wire. In the meanwhile dockages, repairs, etc. are being attended to as punctually, smartly, and economically, as heretofore. All of which is interesting seeing that it relates to facts. But assurances have been received in Shanghai recently to the effect that shareholders will not have long to wait for the consummation of the scheme.

## FUNGUM MINING CO.

The Straits Government has formally cancelled the Fungum Mining Co.'s lease in Pahang, owing to its failure to comply with the stipulated conditions. The area involved is 50 square miles in extent.

## To-day's Advertisement.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on SATURDAY, the 18th February, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, A GREAT ASSORTMENT OF AMERICAN BOOTS AND SHOES. TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 15th February, 1905. [25]

## To-day's Advertisements.

PHILHARMONIC SOCIETY.

TO-MORROW NIGHT,

9 o'clock.

CONCERT

AT THE

THEATRE ROYAL.

UNDER THE DISTINGUISHED PATRONAGE

OF

H.E. THE GOVERNOR.

PROGRAMME:

ORCHESTRAL PIECES.

SOLOS.

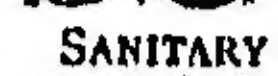
CHOIR AND ORCHESTRA.

About 100 Ladies and Gentlemen.

Tickets obtainable at the ROBINSON PIANO

CO., LTD., at \$3, 2 and 1.

Hongkong, 15th February, 1905. [227]



SANITARY BOARD OFFICE,

Hongkong.

TO THE OWNERS OF DOMESTIC

BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN DIVISION of the CITY OF VICTORIA and the EASTERN DIVISION of KAU-LUNG occupied by members of more than one family must be Cleaned and Lime-washed THROUGHOUT by the owner during the months of January and February.

N.B.—The word "Throughout" used in this notice means that the Houses should be Lime-washed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.

Carved, Painted or Polished Woodwork, in good condition, however, need not be Lime-washed but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilmart Street and Peel Street. Kau-lung is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north and thereof through the Yau-ma-tei service reservoir to the northern boundary of Kau-lung.

THOS. A. HANMER,

Secretary.

Dated this 31st day of January, 1905. [250]

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"OCEANIC."

Captain Oliver, will be despatched for the

above Ports, on or about the 21st instant.

For Freight or Passage, apply to

L. BRIDOU,

Acting Agent.

Hongkong, 15th February 1905. [17]

## NOTICE.

GREAT NORTHERN STEAMSHIP

COMPANY.

NIPPON YUSEN KAISHA.

THE NIPPON YUSEN KAISHA begs to notify that it HAS ACCEPTED THE AGENCY OF THE GREAT NORTHERN STEAMSHIP COMPANY IN JAPAN AND CHINA, and that the "MINNESOTA," the first steamer of the new line, is scheduled to arrive in Yokohama on the 7th February, 1905, and to leave that port on the 14th idem for KOBE, NAGASAKI, SHANGHAI, MANILA AND HONGKONG.

Hongkong, 8th February, 1905. [222]

## Intimation.

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Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.	
FROM	STEAMERS
GLASGOW and LIVERPOOL	"ACHILLES" 16th February.
GLASGOW and LIVERPOOL	"PINGSUEY" 3rd March.
GLASGOW and LIVERPOOL	"ANTENOR" 14th March.
GLASGOW and LIVERPOOL	"PATROCLOS" 20th March.
GLASGOW and LIVERPOOL	"ACHILLES" 28th March.
GLASGOW and LIVERPOOL	"MACHAON" 13th April.
GLASGOW and LIVERPOOL	"ALCINOUS" 18th April.
GLASGOW and LIVERPOOL	"OANFA" 25th April.
GLASGOW and LIVERPOOL	"KAISOW" 25th April.
GLASGOW and LIVERPOOL	"AGAMEMNON" 28th April.

S.S. "ACHILLES," from U. K., left Singapore at noon on the 10th inst., and is due here at noon on the 16th.

HOMEWARDS.

FOR	
STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL	"AJAX" 20th February.
AMSTERDAM, LONDON & ANTWERP	"DOMENEUS" 28th February.
AMSTERDAM, LONDON & ANTWERP	"STENTOR" 14th March.
*GENOA, MARSEILLES & L'POOL	"PATROCLOS" 20th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES" 28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON" 13th April.
*GENOA, MARSEILLES & L'POOL	"ALCINOUS" 18th April.
AMSTERDAM, LONDON & ANTWERP	"OANFA" 25th April.
AMSTERDAM, LONDON & ANTWERP	"KAISOW" 25th April.

TRANS-PACIFIC SERVICE.

FOR	
STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"PINGSUEY" 6th March.
all PACIFIC COAST PORTS, via	
NAGASAKI, KOBE and YOKOHAMA	"OANFA" 24th March.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 14th February, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	
STEAMERS	TO SAIL
SHANGHAI	"TAIWAN" 16th February.
NINGPO and SHANGHAI	"SZEDUAN" 17th "
CEBU and ILOILO	"SUNGKIANG" 20th "
MANILA	"TEAN" 21st "
KOBE	"CHANGSHA" 22nd "
CEBU and ILOILO	"KAIKONG" 23rd "
TIENSIN	"KAIKONG" 24th "
CHEFOO and TIENSIN	"KEIKU" 25th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted through with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENTS).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 15th February, 1905.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	A. Fraser.	MANILA	SATURDAY, 18th Feb., at 10 A.M.
RUBI	2540	R. W. Ammond.	"	SATURDAY, 25th Feb., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 15th February, 1905.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	For	Sailing Dates
"ARAGONIA"	5,198	Schuldt	March 31st, 1905.	
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.	
"NUMANTIA"	4,370	Brumer	April 20th, 1905.	
"ARABIA"	4,483	Bahle	May 11th, 1905.	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

SHEWAN, TOMES & CO.,

General Agents,

Hongkong, 10th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Schuldt	March 31st, 1905.
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.
"NUMANTIA"	4,370	Brumer	April 20th, 1905.
"ARABIA"	4,483	Bahle	May 11th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.

Prices Moderate. Telephone No. 379.

Hongkong, 1st October, 1904.

NOTICE.

BOO CHEONG, of No. 20, Pottinger

Street, has always on hand

FIRST-CLASS WRITING AND PRINTING

PAPERS, AND STATIONERY

of every variety.

Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. J. Page, of 1,088 tons, Registered,

is the newest, fastest, and most luxuriously

furnished steamer on the line and is lighted

throughout with Electricity; hot and cold water

service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,

WEDNESDAY and FRIDAY EVENING,

at 9 P.M. and returning from Canton every

following evening at 5 P.M.

1st Class \$3.00 for Single Journey.

2nd " 1.50

Meals 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,

No. 215, Wing Lok Street.

WENDT & Co.,

Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION

TRIP TO MACAO, on EVERY SUNDAY,

leaving the Company's wharf at the end of

Wing Lok Street, at 8.30 A.M., and returning

from Macao at 7.30 P.M.

The steamer will lay alongside the S.S.

Perseverance's wharf at Macao.

FARE: 1st Class Single Ticket \$2.00, with Cabin \$3.00

Return " 3.00, " 5.00

Tiffin and Dinner may be had on Board

at \$1 each meal.

YUK ON S.S. CO., LD.,

S. A. NORONHA,

Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on

Week Days, at 8 A.M. and on Sun-

days at 8.30 A.M. Departs from Macao on Week

Days at 8.30 P.M. and on Sundays at 6.30 P.M.

FARES: Week Days, 1st Class, including

Cabin and dinner, Single \$3; Return Ticket,

\$5; and Class \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the

following rates: 1st and 2nd Class, Single

Ticket, \$1; Return, \$2; 3rd Class, Single,

30 cents, Return, 50 cents; 3rd Class, 30

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Shipping—Steamers.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINCESS ALICE,"

Captain P. Wetlin, due here with the outward

German Mail about WEDNESDAY, the 15th

inst., will leave for the above places about

12/24 hours after arrival.

NORDDEUTSCHER LLOYD,

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, 13th February, 1905.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as

above, on FRIDAY, the 17th instant, at 4 P.M.

This Steamer has Superior Accommodation

for First-class Passengers, and is fitted through-

out with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 10th February, 1905.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"

Captain E. Fey, will be despatched for the above

Ports, on SATURDAY, the 18th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 13th February, 1905.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNE,"

Captain Pearson, will be despatched as above,

on SUNDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 13th February, 1905.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain P. M. B. Lake, will be despatched as

above, on TUESDAY, the 21st inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 13th February, 1905.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEI,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Omsgo are hereby informed that all Goods to be landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods delivered after the 15th instant will be subject to rent.



## Intimations.

**THE AMERICAN SYSTEM OF DENTISTRY.**  
M. H. CHAUN, D.D.S.,  
37, DES VEXES ROAD CENTRAL, HONGKONG,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th June, 1904.

## TSIN-TING.

**LATEST METHODS OF DENTISTRY.**  
STUDIO AT NO. 14, DAQUAIR STREET.

## REASONABLE FEES.

Consultation Free.  
Hongkong, 10th July, 1904.

## AN APPEAL.

**THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD,** begs most respectfully to **APPEAL** to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of **NEEDLE WORK.**

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any **PAPER**, or old **ENVELOPES** to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 12nd April, 1903.

**Sanitas**  
IS AN  
**Unequalled**  
**Purifying Agent**  
AND IS  
**Indispensable in Hot Countries.**

**"Sanitas" Disinfecting Fluid**  
is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and, administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

**"Sanitas" Disinfecting Powder**  
is the best air purifier known, and a stronger antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.

**"Sanitas" Eucalyptus Soap**  
is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

**Kingzett's Fumigating Candles**  
supply the safest and most convenient means of fumigating. For the disinfection of infected places, bedding, clothing, etc., they are both efficacious and economical. They are all made.

**THE "SANITAS" CO. LTD.**  
BETHNAL GREEN,  
LONDON, E.

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the **Hongkong Telegraph** and they are warned against paying more than **TEN CENTS** (10 cts.) per Single Copy.

## THE MANAGER,

Hongkong Telegraph Co., Ltd.  
Hongkong, 10th September, 1901

## Shipping.

**Empress of Japan**, Br. s.s. 3,039, Henry Pybus, R.N.R., 15th Feb.—Vancouver 23rd Jan. and Shanghai 12th Feb. Mails and Gen.—C. P. R. Co.

**Eastern**, Br. s.s. 3,386, W. Ellis, 14th Feb.—Australia 21st Jan., Gen.—G. L. & Co.

**Laisang**, Br. s.s. 3,460, P. M. B. Lake, 14th Feb.—Calcutta 28th Jan., Penang and Singapore 8th Feb., Gen.—J. M. & Co.

**Loongmoon**, Ger. s.s. 1,245, Kalkofen, 14th Feb.—Shanghai 11th Feb., Gen.—S. & Co.

**Auchenarden**, Br. s.s. 2,251, Crowder, 14th Feb.—Karatsu 8th Feb., Gen.—M. B. K.

**Swazi**, Br. s.s. 4,010, Dobbs, 14th Feb.—London and Middlesbrough 29th Dec., Gen.—N. V. K.

**Chowtai**, Ger. s.s. 1,115, H. Textor, 15th Feb.—Java 4th Feb., Sugar.—B. & S.

**Sungking**, Br. s.s. 1,021, Pennefather, 15th Feb.—Hilo 11th Feb., Gen.—B. & S.

**M. Strive**, Ger. s.s. 966, P. Brandt, 15th Feb.—Tamsui 12th Feb., Amoy 13th, and Swatow 14th, Gen.—O. S. K.

**Hue**, Fr. s.s. 703, Godinot, 15th Feb.—Haiphong 10th Feb., Gen.—A. R. M.

**Cleanances at the Harbour Office.**  
*Kuonghow*, for Canton.  
*Hilao*, for Chinkiang.  
*Haimun*, for Swatow.  
*Charles Hardwin*, for Canton.  
*Yingling*, for Canton.  
*Capri*, for Singapore.  
*Anpha*, for Kobe.  
*Eastern*, for Shanghai.  
*Winghai*, for Macao.  
*Kuonghow*, for Shanghai.  
*Agincourt*, for Viti Levu.  
*Holings*, for Shanghai.  
*Ping On*, for Shanghai.  
*Tah Hing*, for West River.

## Departures.

**Zetia**, for Europe.  
**Prins Septimus**, for Kobe.  
**Uganda**, for Kobe.  
**Ula**, for Yokohama.  
**Siang**, for Shanghai.  
**Triumph**, for Swatow.  
**Juno**, for Manila.  
**Kalgan**, for Canton.  
**Peking**, for Shanghai.  
**Rickon**, for Kobe.  
**Lisa**, for Chinkiang.  
**Capri**, for Bombay.  
**Kuonghow, for Shanghai.  
**Java, for Colombo.  
**Anpha, for Saigon.  
**Loongmoon, for Canton.********

**Per Laisang**, from Calcutta, &c.—Mr. Clarke, Mrs. Barker, 401 Chinese and 13 Japanese.

**Per Empress of Japan**, from Vancouver—Miss M. Foster, Messrs. M. C. Jack, F. Rollin, W. J. Bing, F. Mendoza, Miss C. Mendoza, and 87 Chinese. From Yokohama—Dr. C. Chino, and 1 Japanese. From Kobe—Dr. C. Cook, Messrs. A. W. Rankin, T. Okamoto, 1 Japanese, and 1 D. B. S. From Shanghai—Miss Ida Kerr, Messrs. W. Stewart, G. de Silassy, J. Silassy, E. R. Miller, H. E. Bromer, F. A. Cumming, N. E. Moller, P. W. Irvine, W. G. Perle, W. B. Clifton, Dr. Pratt, Messrs. J. A. Hayes, E. Wilkins, C. Rayner, and 2 Native servants.

**Per Zofra**, from Manila—Messrs. R. Hancock, Gillingham, Nin Keng, Candido de la Cruz, Charles Goette, Prof. Watson, Mr. Chan, N. Ferrier, Mr. and Mrs. J. Balbas, Mr. Mariano Brias, Mr. and Mrs. H. C. Thendbald and infant, Messrs. W. R. Robertson, B. Remedios, Gavino Gorman, J. C. Ribeiro, C. Graham, Mrs. Hopkins, Messrs. Johnson, Severio Tolentino, Leong Chung and infant, Severio Santos, Manuel Santos, Mateo Austria, Jose Flores, Mariano Pimentel, Anastasio Silverio, and Miss Ah Sue.

**Per Hui**, from Haiphong—Mr. and Mrs. Master Loureiro, Rev. Costa, Messrs. Maitre and Champele.

**Per Eastern**, from Australian Ports for Hongkong—Misses Amy Smith, F. Coleman, W. Harkness, Mr. and Mrs. Sue Kee and child, Messrs. W. C. James, W. L. Newman, E. Moore, Dr. L. W. Cook, Dr. Fulton, Mr. H. MacKenzie, Mrs. Matheson, child and amah, Mrs. Tanna, Mrs. Camilla and 2 children, Mr. E. da Silva Leite, Mr. A. Nunes, Sergt. H. M. Fernandes, Mr. and Mrs. Campbell, Capt. F. G. Irwin, Mr. S. Tajiro, Mrs. F. Allen, Mrs. Glen, 12 Europeans, 1 Japanese, 93 Chinese, and 4 Portuguese prisoners in the steerage. For Shanghai—Misses F. Williams, M. Blamfield, Mr. and Mrs. Gray, Mr. and Mrs. Cleaver, and 1 European. For Moji—4 Japanese. For Kobe—15 Japanese. For Yokohama—Dr. and Mrs. Lindsay, Mrs. Forrester, Mrs. Shearer, and 9 Japanese.

## Shipping Report.

**Str. Hongkong** from Haiphong—Strong monsoon, high sea, cloudy, fine weather.

**Str. Stuart** from London, etc.—Left Singapore on 7th inst., experienced heavy NE. monsoon throughout.

**Str. Zofra** from Manila—Light variable winds, with heavy N.W. swell till 2 a.m. on 13th inst., thence strong N.E. wind, with heavy beam swell till arrival.

**Str. Eastern** from Australia—Sydney to Cooktown experienced fresh Easterly winds; thence to Timor fresh to strong N.W. winds, with occasional rain; thence to Manila moderate N.E. winds; thence to port fresh N.E. monsoons, and fine weather.

## Vessels in Port.

**Agincourt**, Br. s.s. 2,876, Worsnop, 3rd Oct., Hainan 1st Oct., Ballast—Order.

**Amara**, Br. s.s. 1,409, J. C. Matlock, 13th Feb.—Java 2nd Feb., Sugar.—J. M. & Co.

**Apenrade**, Ger. s.s. 611, A. Ulderup, 14th Feb.—Hoihow 12th Feb., Gen.—J. & Co.

**Ardova**, Br. s.s. 2,271, W. L. Smith, 29th Jan.—Moji 23rd Jan., Coal.—M. B. K.

**Arsatoun**, Br. s.s. 2,931, E. Fey, 9th Feb.—Calcutta via Penang and Singapore 3rd Feb., Gen.—D. S. & Co., Ltd.

**Barnes**, Ger. s.s. 1,344, E. Muhle, 8th Feb.—Sandakan 2nd Feb., Timber and Gen.—M. & Co.

**Cebu**, Am. s.s. 647, A. Yuchusagari, 1st Feb.—Manila 27th Jan., Gen.—Order.

**China**, Am. s.s. 3,186, D. E. Friele, 9th Feb.—San Francisco 10th Jan., and Shanghai 6th Feb., Mails and Gen.—P. M. S. Co.

**Clara**, Japen, Ger. s.s. 1,103, F. Bendixen, 4th Feb.—Wuhu and Chinkiang 31st Feb., Rice and Ground-nuts.—J. & Co.

**Costanza**, Ital. s.s. 1,674, G. Solari, 13th Feb.—Cargat via Singapore 17th Dec., Coal—Order.

**Egmont Castle**, Br. s.s. 1,834, J. Moodie, 10th Feb.—Cardiff 17th Dec., Coal—B. & Co.

**Emma**, Luyken, Ger. s.s. 1,160, H. Marten, 10th Feb.—Samarang (Java) 30th Jan., Sugar, Molasses and Nuts.—Chinese.

**Germanicus**, Ger. s.s. 2,575, H. Behrmann, 8th Feb.—Moji 1st Feb., Gen.—D. & Co., Ltd.

**Giang Bee**, Br. s.s. 1,199, J. G. Follett, 12th Feb.—Samarang via Singapore 5th Feb., Sugar.—Chinese.

**Glenfarg**, Br. s.s. 2,350, Holman, 3rd Feb.—Singapore 28th Jan., Gen.—McG. Bro. & Gow.

**Haimun**, Br. s.s. 516, A. J. Robson, 14th Feb.—Swatow 13th Feb., Gen.—D. L. & Co.

**Hohnstein**, Ger. s.s. 1,275, H. Hamer, 18th Jan.—Sourabaya 7th Jan., Sugar.—L. W. & Co.

**Hongkong**, Fr. s.s. 742, A. Suzzoni, 13th Feb.—Haiphong via Hoihow 12th Feb., Rice and Figs.—A. R. M.

**Hyades**, Am. s.s. 2,932, Geo. Wright, 11th Feb.—Kobe 20th Feb., Coal.—D. & Co., Ltd.

**Ikkai**, Br. s.s. 3,490, Robertson, 10th Feb.—Durban 17th Feb., Ballast.—G. L. & Co.

**Indravelli**, Br. s.s. 3,215, S. Cullington, 28th Nov.—Shanghai 24th Nov., Ballast.—J. M. & Co.

**Kaifong**, Br. s.s. 1,024, E. Finlayson, 27th Jan.—Hilo 23rd Jan., Gen.—B. & S.

**Katharine Park**, Br. s.s. 3,075, W. H. Capp, 12th Jan.—Sasebo (Japan) 8th Jan., Light.—G. L. & Co.

**Laertes**, Br. s.s. 1,341, J. B. Jackson, 8th Feb.—Saigon 3rd Feb., Rice and Rice-meal.—Chinese.

**Matchew**, Ger. s.s. 989, Harjes, 10th Feb.—Bangkok 3rd Feb., Rice and Teakwood.—M. & Co.

**Madeleine Rickmers**, Ger. s.s. 1,020, D. Reimers, 11th Feb.—Bangkok 10th Feb., Rice.—B. & S.

**Mausang**, Br. s.s. 1,644, S. J. Payne, 2nd Feb.—Sandakan 27th Jan., Timber and Gen.—J. M. & Co.

**Paklat**, Ger. s.s. 1,018, H. Dames, 11th Feb.—Bangkok 2nd Feb., Rice and Wood.—B. & S.

**Polux**, Nor. s.s. 760, C. Svendsen, 4th Feb.—Sourabaya 24th Jan., Sugar—Order.

**Seaward**, U.S. transport, 350, Crooksey, 28th Dec.—Manila 12th Dec.

**Talshun**, Ch. s.s. 1,216, W. Jamieson, 13th Feb.—Shanghai 10th Feb., Gen.—C. M. B. N. Co.

**Triton**, Ger. s.s. 980, Roffen, 9th Feb.—Kuratsu 3rd Feb., Coal.—S. & Co.

**Yuenyang**, Br. s.s. 1,128, P. H. Rolfe, 13th Feb.—Manila, P.I. 10th Feb., Gen.—J. M. & Co.

**Zafro**, Br. s.s. 1,611, R. Rodger, 13th Feb.—Manila 11th Feb., Gen.—B. T. & Co.

## SAILING VESSELS.

**Forrest Hall**, Br. ship, 1,991, P. A. Logan, 14th Jan.—New York 7th Aug., 1904, Petroleum.

**King George**, Br. ship, 2,057, J. White, 11th Feb.—Philadelphia U.S.A. 6th Sept, 1904, Case Oil.—S. O. Co.

**Manuel Laguna**, Br. ship, 1,646, D. C. Nickels, 11th Feb.—Chetoo 4th Feb., Ballast—Order.

Vessels	From	Agents	Due
Achilles	Singapore	B. & S.	Feb. 16
Malacca	Singapore	P. & O. Co.	Feb. 18
M. Baquehem	Singapore	S. W. & Co.	Feb. 18
C. Apar	Singapore	D. M. & Co.	Feb. 21
Oceanic	Singapore	P. M. & Co.	Feb. 22
Manchuria	San Francisco	M. & Co.	Feb. 25
Namsang	Singapore	J. M. & Co.	Mar. 2
Athenian	Vancouver	C. E. R. Co.	Mar. 2
Aragonia	Forthland	P. & A. Co.	Mar. 3

## Hongkong &amp; Whampoa Dock Returns.

Vessels	From	Agents	Due
Katharine Park	"	"	"
H.M.S. Moorhen	"	"	"
Kaifong	"	"	"
Hohnstein	"	"	"
Kansu	"	"	"
Cebu	"	"	"
Macquarie	"	"	"
Triton	"	"	"
Hongkong	"	"	"
Taiingtau	"	"	"
San Cheung	"	"	"
Hyades	"	"	"

## Ships Passed The Canal.

**Outward**—10th January—*Chantrelle*, *Kennedie*, *Rhinana*, *Sandhurst*, 13th January—*Calendonia*, *Swat*, 17th January—*Prometheus*, *Scandia*, *Greenwich*, 24th January—*Candia*, *Flintshire*, *Stephan*, *Malacca*, 27th January—*Irvingardhorn*, *Mensell*, *Oceanic*, *Montrose*, 1st February—*Oopack*, *Florida*, *Hampstead*, 4th February—*Antenor*, *Brantloch*, *Benmore*, *Trieste*, *Elita*, *Manila*, *Ulysses*, *Ras Dageid*, *Mora*, *Bylgia*, *Ingridhorn*, 7th February—*Bratberg*, *Frankfurt*, *Glenesh*, *Prins Regent*, *Lutpold*, *Sagami*, 10th February—*Pyrrhus*, *Macdon*, *Congal*, *Tourane*, *Roon*, *Cilurnum*, 15th February—*Gisla*, *Monmouthshire*, *Beira*, *Moyane*, *Reiotut*, *Wahfield*.

**Homeward**—10th January—*Jason*, *Telemachus*, 24th January—*Nubia*, 27th January—*Selidon*, *Suevia*, 1st February—*Helene*, *Richmers*, *Barotte*, 4th February—*Shimosa*, 7th February—*Socotra*, 10th February—*Kinkadee*.

**Arrivals at Home**—10th January—*Brigade*, *Claverburn*, *Jason*, *Slavonia*, 13th January—*Agamemnon*, *Heathcliff*, *Prussien*, 17th January—*Para*, 24th January—*Falldown*, *Helix*, *Ceylon*, *Prins Elita*, *Friedrich*, 1st February—*Dion*, *Sagovia*, 4th February—*Albion*, *Sydlite*, 7th February—*Indragawati*, *Manica*, *Calcutta*, 10th February—*Singambla*, *Knight of St. George*, *St. Hugh*, *Candia*, 13th February—*Dundee*, *Ningchow*.

## Post Office.

Mail will clear for:

**Canton**—Per *Hunam*, 16th Feb., 7.30 A.M.

**Macao**—Per *Wingchait*, 16th Feb., 7.30 A.M.

**Swatow**—Per *Haimun*, 16th Feb., 9 A.M.

**Macao**—Per *Heungshan*, 16th Feb., 1.15 P.M.

**Shanghai**—Per *Taiwan*, 16th Feb., 3 P.M.

**Kongmoon**, *Kumchuk*, *Shuhling* and *Tahing*—Per *Sanui*, 16th Feb., 4 P.M.

**Shanghai**—Per *Tahang*, 16th Feb., 5 P.M.

**Haiphong**—Per *Apenrade*, 16th Feb., 5 P.M.

**Kudat** and **Sandakan**—Per *Mausang*, 16th Feb., 5 P.M.

**Quang-chow-wan** and **Liuchow**—Per *Domenico*, 16th Feb., 5 P.M.

**Canton**—Per *Hankow*, 16th Feb., 5 P.M.

**Namtau**—Per *Taiwan*, 16th Feb., 5 P.M.

**Sanbu**—Per *Hoi Fu*, 16th Feb., 5 P.M.

**Canton**—Per *Kinshan*, 17th Feb., 7.30 A.M.

**Macao**—Per *Wingchait*, 17th Feb., 7.30 A.M.

**Moji**, **Kobe**, **Yokohama**, **Victoria**, **B.C.**, and **Tacoma**, **Wash.**—Per *Hyades*, 17th Feb., 10 A.M.

**Shanghai**, **Nagasaki**, **Kobe**, **Yokohama**, **Honolulu** and **San Francisco**—Per *China*, 17th Feb., 11 A.M.

**Macao**—Per *Heungshan*, 17th Feb., 1.15 P.M.

**Manila**—Per *Yuenyang*, 17th Feb., 3 P.M.

**Ningpo** and **Shanghai**—Per *Sachuen*, 17th Feb., 3 P.M.

**Canton**—Per *Powan*, 17th Feb., 5 P.M.

**Namtau**—Per *Taiwan*, 17th Feb., 5 P.M.

**Sanbu**—Per *Hoi Fu*, 17th Feb., 5 P.M.

**Canton**—Per *Hankow*, 18th Feb., 7.30 A.M.

**Macao**—Per *Wingchait*, 18th Feb., 9 A.M.

**Manila**—Per *Zafro*, 18th Feb., 9 A.M.

**Macao**—Per *Heungshan*, 18th Feb., 1.15 P.M.

**Singapore**, **Penang** and **Calcutta**—Per *Arratoon*, 18th Feb., 2 P.M.

**Cebu** and **Hilo**—Per *Sungking*, 18th Feb., 3 P.M.

**Yokohama**—Per *Ikkai*, 18th Feb., 4 P.M.

**Amoy**, **Straits** and **Rangoon**—Per *Purnea*, 18th Feb., 5 P.M.

**Namtau**—Per *Taiwan*, 18th Feb., 5 P.M.

**Sanbu**—Per *Hoi Fu*, 18th Feb., 5 P.M.

**Canton**—Per *Taiwan*, 19th Feb., 9 A.M.

**Singapore**, **Penang** and **Calcutta**—Per *Laisang*, 21st Feb., 10 A.M.

**Europe**, &c., **India**, via **Tatcorin**—Per *Polynesian*, 21st Feb., 11 A.M.

**Manila**—Per *Yuen*, 21st Feb., 3 P.M.

**Kobe**—Per *Changsha*, 22nd Feb., 3 P.M.

**Kudat** and **Sandakan**—Per *Borneo*, 23rd Feb., 8 A.M.

**Cebu** and **Hilo**—Per *Kaifong*, 23rd Feb., 3 P.M.

**Tientsin**—Per *Esang*, 24th Feb., 2 P.M.

**Manila**—Per *Rubi*, 25th Feb., 9 A.M.

**Singapore** and **Sourabaya**—Per *Amara*, 25th Feb., 10 A.M.

**Europe**, &c., **India**, via **Tatcorin**—Per *Chusan*, 25th Feb., 11 A.M.

**Tientsin**—Per *Kansu*, 25th Feb., 3 P.M.

**Chetoo** and **Tientsin**—Per *Chihli*, 26th Feb., 3 P.M.

**Shanghai**, **Nagasaki**, **Kobe**, **Yokohama**, **Victoria** and **Vancouver**, **B.C.**—Per *Empress of Japan*, 8th Mar., 11 A.M.

## Feb. 15.

Barometer ..... 30.41 30.35

Temperature ..... 54 50

Humidity ..... 62 58

Relative humidity ..... 62 58

Relative humidity ..... 62 58

Relative humidity ..... 62 58

Relative humidity ..... 62 58

Relative humidity ..... 62 58

Relative humidity ..... 62 58

Relative humidity ..... 62 58

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Relative humidity ..... 62 58

Relative humidity ..... 62 58

Relative humidity ..... 62 58

## VISITORS AT THE HOTELS.

**PEAK.**  
Aikinson, R. D.  
Bhatia, J. M.  
Beattie, M. P.  
Bentwick, Capt. and Mrs.  
Brown, Col. F. L.  
Brown, Mrs. L. F.  
Brown, Miss  
Bunsey, Col. and Mrs.  
Bunsey, F. W. and children  
Chapman, A.  
Chichester, Major and Mrs.  
Clark, Mr.  
Courtney, G.  
Darling, Col.  
David, A. J.  
David, Jr., Mr.  
Dixon, Mr.  
Dymock, Lieut. A.  
Galek, Capt.  
Grant, A. R.  
Hassan, Mr. and Mrs.  
Haynes, Col.  
Hazelard, F. A.  
Hobson, Mr.  
Hodg, J.  
Heddie, H. U.  
Joseph, Mr. and Mrs.  
Joseph, Major C. L.  
Kaye, Major and Mrs.  
Koye, Lady F. & maid  
Laig, Mr.

**CRAIGIEBURNE.**  
Bird, Mr. & Mrs. L. G.  
Dann, G. H.  
Franklin, G.  
Gaskell, Mr. and Mrs.  
Holmes, N. M.  
Morrell, G. E.  
Nicholls, E. A.  
Riadore, R. M., Lieut.  
Commander & Mrs. Woodward, Mr. & Mrs. and children  
Smith, E. Grant

**OCCIDENTAL.**  
Banda, F.  
Bawa, Mr.  
Chandler, Lieut.  
Fries, Mr.  
Firth, H.  
Guernin, C. N.  
Kerr, Dr.  
Kions, L.  
Lloyd, Mr. and Mrs.  
and child

**KOWLOON.**  
Heriot, R.M.L. Capt. Richards, D. S.  
and Mrs. Mackay  
Mitchell, Mr.  
Richards, Mrs. Powell  
Rowe, Mrs. W. E. and child  
Stevens, Lt.-Comdr.  
and Mrs.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.
Alatry	despatch-vessel...
Albion	battleship, 1st class
Albatross	sloop
Albatross	cruiser, 1st class
Albatross	cruiser, 1st class
Albatross	cruiser, 2nd class
Albatross	gunboat, 1st class
Albatross	gunboat, 1st class
Albatross	battleship, 1st class
Albatross	water tank and tug
Albatross	torpedo boat destroyer
Albatross	battleship, 1st class
Albatross	torpedo boat destroyer
Albatross	torpedo boat destroyer
Albatross	cruiser, 1st class
Albatross	storeship
Albatross	cruiser, 2nd class
Albatross	torpedo boat destroyer
Albatross	river gunboat
Albatross	river gunboat
Albatross	river ship, 1st class
Albatross	torpedo boat destroyer
Albatross	sloop
Albatross	surveying-vessel
Albatross	river gunboat
Albatross	sloop
Albatross	river gunboat
Albatross	cruiser, 2nd class
Albatross	river gunboat
Albatross	torpedo boat destroyer
Albatross	receiving ship
Albatross	river gunboat
Albatross	cruiser, 2nd class
Albatross	coast defence gunboat
Albatross	battleship, 1st class
Albatross	torpedo boat destroyer
Albatross	surveying ship
Albatross	torpedo boat destroyer
Albatross	river gunboat
Albatross	river gunboat



Mails. MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS

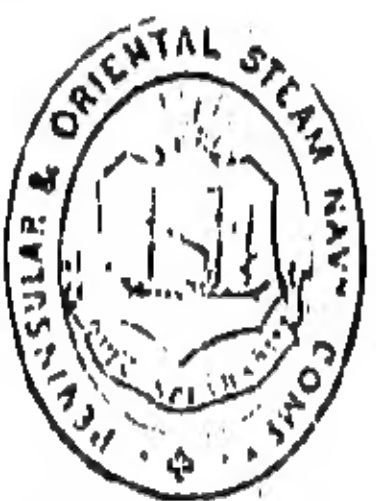
The S.S. "POLYNESIEN," Captain Brea will be despatched for MARSEILLES on TUESDAY, the 21st February, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:— S.S. CALEDONNIEN, 7th March. S.S. OCEANIE, 21st March. S.S. TOURANE, 4th April.

L. BRIDOU, Acting Agent. Hongkong, 8th February, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "CHUSAN,"

Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from this for HONKONG, on SATURDAY, the 25th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Albatross," 9.5.10.10.15, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 8th April, 1905.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 11th February, 1905.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

Table with 4 columns: Steamers, Tons, Captains, Sailing. Rows include Hydades, Shawmut, Tremont, Lyra.

Steamers marked (\*) have no second-class passenger accommodation.

FOR MANILA. The largest, steadiest, and most comfortable steamer for Manila.

Shawmut, 9,606 E. V. Roberts, Ab. Mar. 17. Tremont, 9,606 T. W. Garlick, April 14.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 13th February, 1905.

NOTICE OF REMOVAL. A FOOK & Co., SHIP AND HOUSE COMPRADORES, have this day REMOVED

TO No. 12, POTTINGER STREET, (opposite their old establishment), Hongkong, 24th November, 1904.

For Sale.

FOR SALE OR TO LET, AT THE PEAK.

Nos. 2 and 3, GOUGH HILL.

AN ELEVEN-ROOMED HOUSE with Dressing, Drying and Bath-rooms; partly furnished; distant thirteen minutes by chair from the tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to: SHEWAN, TOMES & Co., Hongkong, 30th December, 1904.

TUBORG BEER.

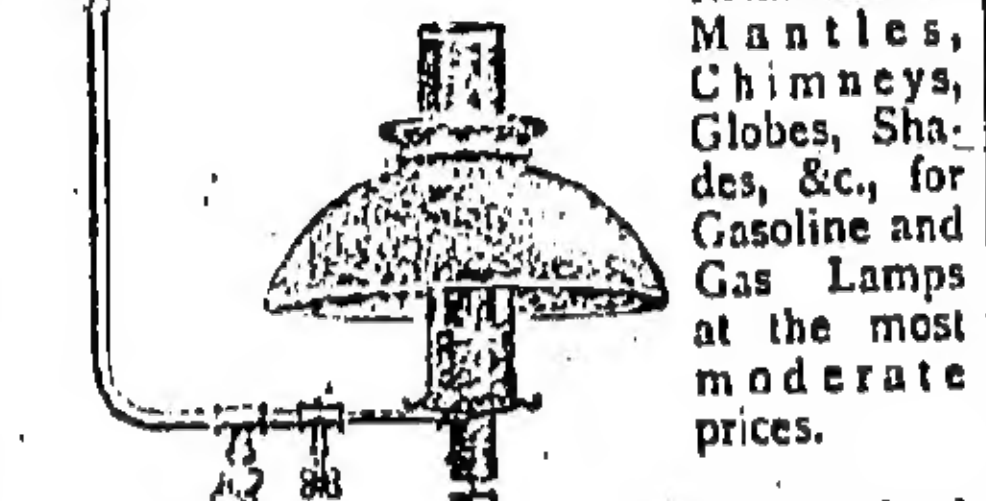
A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities. Sole Agents: SIEMSEN & CO., Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.



Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 50, Lyndhurst Terrace, Hongkong, 16th November, 1904.

To Let.

TO LET, GODOWN No. 3, New Praya, Kennedy Town.

Apply to: THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 21st November, 1904.

TO LET, NO. 1, STEWART TERRACE, THE PEAK.

Apply to: THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 26th March, 1904.

TO LET, NO. 1, RYAN TERRACE.

"HATHERLEIGH," a detached residence with Tennis Court on CONDUIT ROAD.

A HOUSE in WONG NEI CHONG ROAD, FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to: THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 25th January, 1905.

TO LET, WILD BELL BUILDINGS, No. 147, WANCHAI ROAD, Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

And others to suit various requirements.

S. A. SETH, Land and Estate Broker, Dairy Farm Co., Ltd., Hongkong, 5th January, 1905.

TO LET, EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8 and 10 to 15, GAP ROAD, facing Race Course, within reach of the Electric Cars, thoroughly cleaned and colour-washed, in flats or whole.

Apply to: S. A. SETH, Land and Estate Broker, Dairy Farm Co., Ltd., Hongkong, 5th January, 1905.

TO LET, GODOWNS Nos. 100 and 101, Praya East, with Water Frontage.

Apply to: "VICTORIA BUILDINGS," Hongkong, 28th December, 1904.

TO LET, SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsing Tsai, Kowloon. Each with five spacious well-ventilated living rooms, two bath-rooms, kitchen, garden, tennis courts, servants' quarters, water, gas, electric lights and bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to: ARRATON V. APCAR & Co., 45, Wyndham Street, Hongkong, 6th January, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & FOITS. Corrected to noon; later alterations given in "Commercial Intelligence," page 5.

Table with multiple columns: STOCKS, NO. OF SHARES, VALUE, PAID UP, POSITION AS PER LAST REPORT, LAST DIVIDEND, and CLOSING QUOTATION. Rows include various companies like Hongkong & Shanghai Banking Corporation, National Bank of China, Ltd., etc.